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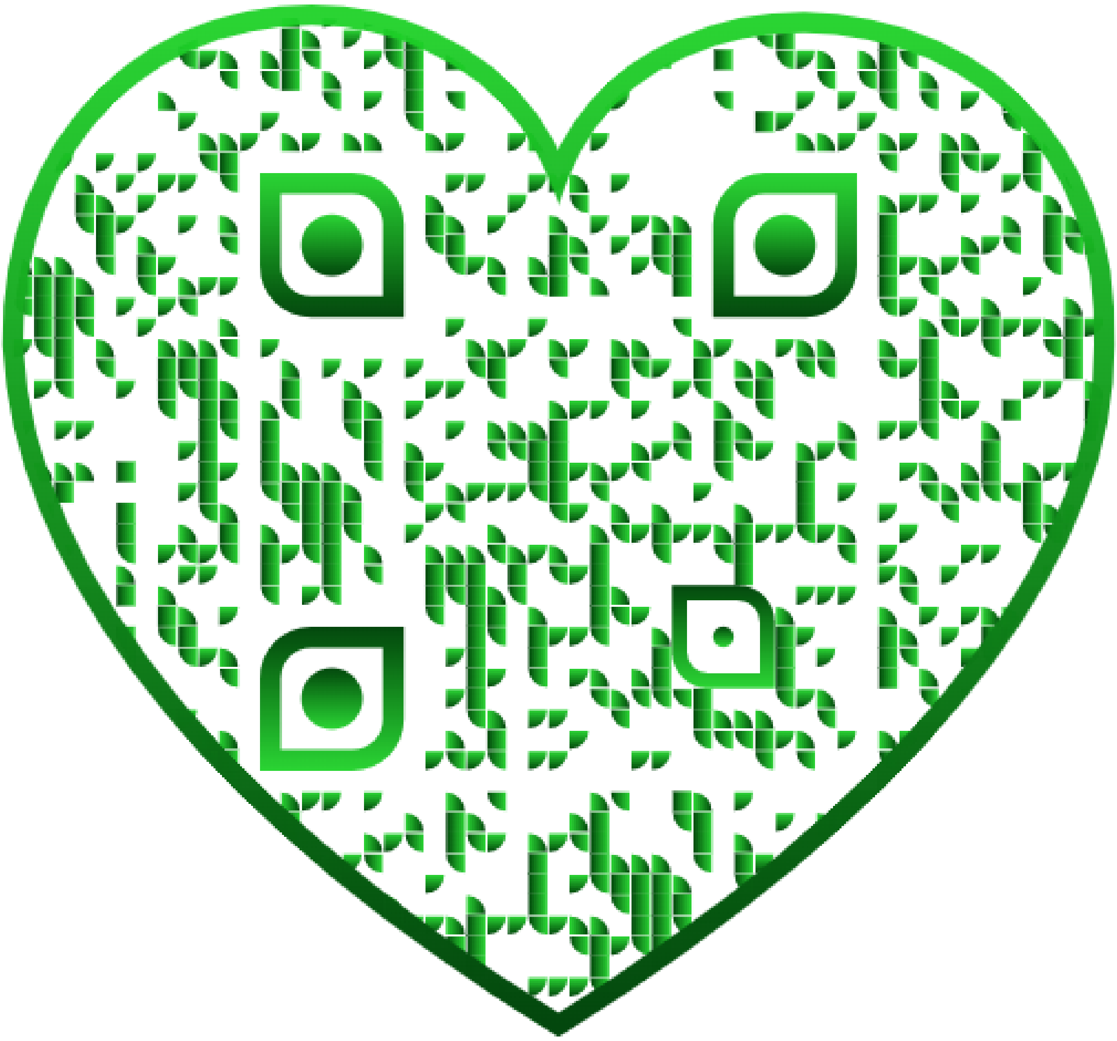

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THE PERFECT PAIR

ADB BECOMES THE OFFICIAL MEDIA PARTNER OF THE TATTS FINKE DESERT RACE!

EVERY NOW and then, something comes along that just fits. Like two old mates who've known each other forever, Finke and *ADB* joining forces for 2026 feels like one of those perfect pairings. Both born in the 1970s – Finke in '74, ADB in '75 – we've grown up side by side in Australian dirt bike culture. For half a century, we've both been part of the same story: the relentless pursuit of going fast in the middle of nowhere.

Now, we're proud to announce that *ADB* is the official media partner of the Tatts Finke Desert Race. That's right – the biggest, baddest, most iconic desert race in Australia has teamed up with the longest-running and most respected dirt bike magazine in the country. It's a massive win for both brands, but more importantly, it's a celebration for the entire off-road community. Since taking ownership of *ADB*, I haven't mucked around, I'm doing everything I can to see *ADB*'s legacy continue.

BOTH BORN IN THE 1970S – FINKE IN '74, *ADB* IN '75 – WE'VE GROWN UP SIDE BY SIDE IN AUSTRALIAN DIRT BIKE CULTURE

This partnership isn't just about logos or coverage – it's about storytelling. We'll be going all-in on Finke, from the lead-up to the finish line. Starting early next year, we'll publish a series of exclusive Finke features – including a deep dive with Ben Grabham on how to set up your bike, a look at why everyone should experience Finke at least once, and a full form guide breaking down the riders who'll be chasing glory in the desert.

Then, as the race approaches, expect round-the-clock updates on adbmag.com.au, our social channels and, of course, in print. On the actual race weekend, we're turning it up a notch – *ADB* and the *Dirtbike Burrito Podcast* will be hosting a live show after scrutineering on Friday night in Alice Springs, with a possible follow-up show down at Apatula. Expect plenty of laughs, stories and a few beers shared among legends.

FINKE
DESERT RACE
TATTS FINKE DESERT RACE
ALICE SPRINGS | START FINISH LINE

If you're planning to race, circle 14 November, 2025 for the first round of entries open to the 2026 Tatts Finke Desert Race. With strong demand for the 50th edition, 2025 competitors and EOI holders get priority. General entries for everyone else open 28 November, 2025. This is a milestone year for the race, and we're honoured to be part of it.

Of course, while we've been busy celebrating that massive win, the Australian Supercross Championship has kicked off – and what a wild start it's been. The opening two rounds at Redcliffe were nothing short of carnage. But through all the chaos, one rider has risen above the noise: Dean Wilson.

At round three, Wilson looked unstoppable. Smooth, composed and fast, it was a reminder of what experience and precision can do when everyone else is hanging on for dear life. Unfortunately, the Melbourne round will be missing two of the brightest young guns – Julien Beaumer and Cole Davies, both out with injuries. It's a tough blow for the series, but it also opens the door for some surprise performances when the gates drop again.

Here's to 50 years of Finke, 50 years of *ADB*, and a future that's looking faster than ever.

See you at scrutineering,

australasian DIRT BIKE

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WIN!
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300 Comparison
AUSSIES RULE THE WORLD!
EXCLUSIVE MXoN INTERVIEW & INSIGHT

ON THE COVER

What a month! Our MXoN team went back-to-back, Daniel Sanders won the WRC losing only one round and we won the Speedway of Nations too!

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REED ENTERS HALL OF FAME

Chad Reed is inducted into the AMA Hall of Fame

CHRIS CARTE

WHEN CHAD REED walked onto the AMA Motorcycle Hall of Fame stage in Pickerington, Ohio, the room stood still. The Australian legend – known for his relentless drive, fiery competitiveness and record-breaking longevity – was officially immortalised among the greatest names in motorcycle racing. It was a night that not only celebrated an unmatched career but also honoured the story of a determined kid from Kurri Kurri, NSW, who defied the odds to become one of the most decorated riders in AMA Supercross and Motocross history.

Reed joined an illustrious 2025 class that included Colin Edwards, Joe Kopp, Dana Bell, Chris Carter and Ryan Young. Yet, as the evening unfolded, it was clear that the spotlight belonged to the Aussie who conquered America.

FROM KURRI KURRI TO AMERICA

"I started out riding horses," Reed said with a smirk, recalling his early days. "My cousin had a dirt bike. For obvious reasons, I sold the horse." That single decision sparked a career spanning more than two decades and defined by an almost pathological obsession with speed, precision and competition.

Reed's speech was raw and deeply personal, tracing the story of a boy who dreamed big and refused to settle. "For me, my goal from 11 or 12 years old was to come to America," he said. "As crazy as it seems, I never saw life happening any other way."

That ambition carried him across continents. By 16, he was racing professionally. "I did it in 1999 – I was 16 at San Diego. I remember being on the start line at Qualcomm and the big TV at the end of the start straight. As they panned through the riders, I saw myself on the screen and thought, 'That's what I want to do. I want to be the guy who wins these races like Jeremy McGrath did.'"

It was a moment of clarity that would define his career. But it didn't come easy. "I went home, went to work, raced the big bikes, and tried everything I could to get hold of people in America," he explained. "Nobody was taking the phone calls."

EUROPE, SACRIFICE, AND THE BREAKTHROUGH

In 2000, opportunity knocked in the form of the Australian Grand Prix. Reed lined up in the 500cc class a week before his 18th birthday and finished inside the top 10. Still, the call from America never came. "Two other Australians did well – the phone was ringing, but not mine. I felt like I was missing the opportunity again."

So he looked to Europe. "I wanted to get out of Australia and take on the world," Reed said. "I wanted more. I went to Europe, was able to succeed, get on the podium a ton, and finally, a guy called Bob Moore asked if I would race in America. I said yes. He wanted me to ride a 125 – I said I didn't want to ride a 125, but I'd come anyway!"

It turned out to be the defining decision of his life. "I remember getting to live my childhood dream and ride the Yamaha test track with Jeremy McGrath," Reed recalled. "That year went well – I won six of seven races – and then I got to really live my dream and sign my big-bike contract."

A CAREER THAT REDEFINED GREATNESS

From that moment, Reed was unstoppable. Across nearly two decades, he racked up 44 AMA Supercross wins, 20 Motocross victories, and 132 career podiums, making more Main Event starts than any rider in Supercross history - 265, to be exact.

His titles - 2002 125cc East Supercross, 2004 and 2008 AMA Supercross Championships, and the 2009 AMA Pro Motocross crown - cemented his place among the sport's elite. But perhaps what defined Reed more than his victories was his endurance. He raced through generations, taking on Jeremy McGrath, Ricky Carmichael, James Stewart and Ryan Villopoto - four of the sport's greatest ever - and beat all of them at different points in time.

"I feel blessed," Reed said. "My competitors are what make my 43-year-old self proud. The wins and the championships could always be more, but when you race the greatest of all time and the fastest man on the planet, shit gets hard! Those two individuals, in particular, make me proud to be in that conversation."

FAMILY, FAITH, AND REDEMPTION

For all the trophies and records, Reed's speech reached its emotional peak when he spoke about his family - particularly his late father. "My dad and my mum were always going to be the tough ones to talk about tonight," he admitted. "As a child, it was me and my dad just travelling the country. Those were the memories I have of him - they were a lot of fun."

When Reed left for America, it caused a deep rift. "My dad didn't agree," he said quietly. "He told me if I took my then-girlfriend - now wife -he'd wipe his hands of me. He passed a couple of years ago. In some ways, I'm at peace with that. Maybe somewhere up there, he's proud now. He never said it to me, but he always told everybody else. Man, did I try hard to earn his respect."

It was a moment that hushed the crowd. Reed wasn't just talking about championships anymore - he was talking about purpose, pride, and reconciliation.

He also reflected on the next generation of Australian motocross heroes, drawing a link between his own journey and that of the Lawrence brothers. "As an Aussie kid leaving, I recently texted Dazzy - the Lawrence brothers' dad - just to say congratulations. The boys absolutely crushed it this year," he said. "He wrote back, 'Thanks mate, you created a dream.'"

THE LEGACY OF A RELENTLESS COMPETITOR

Chad Reed ran his own team, spent his own money and took risks no one else would take. He raced into his late 30s, just to prove he still could.

"I embraced America with everything I had," he said. "It's the life I always wanted to live, and everybody embraced me. Being in the AMA Hall of Fame is such an honour, because racing is my life. I'll be around-at the races."

As he left the stage, gold jacket gleaming, the crowd gave him a standing ovation.

LETTENBICHLER CLINCHES FOURTH STRAIGHT HARD ENDURO WORLD TITLE

RED BULL KTM Factory Racing's Manuel Lettenbichler has sealed the 2025 FIM Hard Enduro World Championship in spectacular fashion, winning his home event at Germany's GetzenRodeo to claim his fifth career world title – and fourth in a row. Riding his KTM 300 EXC, the German was unstoppable in front of a packed home crowd, dominating both the qualifying race and the main GetzenChamp to take victory by a staggering 12 minutes.

Lettenbichler's triumph capped off another season of near-total dominance, with victories at Valleys Hard Enduro, Silver Kings and Sea to Sky, plus podiums at Abestone and Hixpania.

GARCIA THE G.O.A.T

JOSEP GARCIA has defended his FIM EnduroGP World Championship title, capping off a dominant 2025 season with Red Bull KTM Factory Racing in Zschopau, Germany. Riding his KTM 250 EXC-F, the Spaniard delivered a commanding win on Saturday before sealing the crown with a composed second-place finish on Sunday - his eighth overall victory of the season. The result also secured KTM the EnduroGP and Enduro1 Manufacturer World Championships.

KAWASAKI KLE500 RETURNS FOR 2026

Kawasaki enters the mid-pack adventure bike market... again

AFTER MORE than 30 years, Kawasaki has revived the iconic KLE500 nameplate, unveiling an all-new, rally-styled adventure bike built around a lightweight trellis chassis and powered by a liquid-cooled parallel-twin with an assist and slipper clutch.

The new KLE500 arrives in two variants: the base model in Metallic Carbon Gray and the SE finished in Metallic Bluish Green. Both run a 21-inch front and 17-inch rear wheel combination wrapped in IRC GP-410 tyres, and adjustable KYB suspension and selectable ABS.

LAMs-approved and designed for riders of all experience levels, the KLE500 features KX-inspired ergonomics, a three-position adjustable screen, and four ERGO-FIT seat configurations, allowing riders to tailor comfort for touring or trail riding. The SE model further ups the ante with LED indicators, a TFT display, handguards, a larger windscreen and a sturdy skid plate. Connectivity comes via Kawasaki's Rideology app, offering navigation, riding logs, and voice command functionality.

A broad range of genuine accessories – including panniers, a top case, heated grips, fog lamps, and GPS mounting options – rounds out the adventure-ready package.

CANNON SIGNS ON

Charli Cannon re-signs with Honda and will race in the USA as well

HONDA RACING Australia has extended its partnership with four-time Australian Women's Motocross Champion Charli Cannon through to the end of 2027. The announcement sees Cannon continue her role with Factory Honda in Australia and Quad Lock Honda in the US.

Since joining Honda, Cannon has scored a podium finish at the Women's World Motocross Championship, was a runner-up overall in the 2025 AMA Women's Championship, and has had dominant performances on home soil.

Honda Australia's Vice President emphasised that women now represent more than 10 % of the global motorbike market and that athletes like Charli play a vital role in encouraging female participation.

"The support has been incredible... I'm excited to keep building on this year's success," Cannon said.

WOLF IN WOLF'S CLOTHING

Kay de Wolf signs with Husky to ride FC 450 next season

KAY DE WOLF will step up to the premier MXGP class in 2026, extending his long-running partnership with Nestaan Husqvarna Factory Racing.

The 2024 MX2 World Champion and two-time Motocross of Nations MX2 winner will pilot the Husqvarna FC 450, marking the next major chapter in his standout career.

The Dutchman's rise through the ranks has been rapid since joining Husqvarna in 2019. After a breakthrough 2023 season and a dominant 2024 title run, de Wolf continued his form in 2025 with seven Grand Prix wins and a runner-up finish in the MX2 standings. He's also a two-time MXoN class winner, cementing himself as one of Europe's brightest motocross talents before even turning 22.

AMERICAN SILLY SEASON

We all know American's are silly but this is crazy!

THE 2026 SuperMotocross season is shaping up as one of the most unpredictable in years, with a carousel of rider swaps headlined by Eli Tomac joining Red Bull KTM at 33 years old armed with seven AMA titles. Can he out-race Father Time? Meanwhile, Chase Sexton jumps to Monster Energy Kawasaki – his third factory 450 team in four years – hoping green plastic brings more consistency than chaos after his titles with Honda and KTM.

Haiden Deegan's long-rumoured 450 debut with Monster Energy Yamaha Star Racing adds extra heat to the summer calendar, while Jorge Prado's return to Red Bull KTM raises the question, will the reigning MXGP export finally find footing on US soil? Ducati's Supercross debut might be the biggest wild card of all, fielding Justin Barcia's TLD reunion alongside Dylan Ferrandis, both hoping the Desmo magic translates from tarmac to dirt. Add Jason Anderson's Suzuki comeback, Tom Vialle's move back to MXGP with HRC Honda, Jordon Smith's Triumph 450 debut, and Garrett Marchbanks' first full factory 450 ride, and 2026 feels like the dawn of a new era. Who'll rise, who'll fade, and whose move will be the biggest gamble?

16th
5TH DAY
FRIDAY
6DAYS
Grândola

2026 ISDE CONFIRMED

ISDE heading to Portugal

THE 2026 FIM International Six Days Enduro (ISDE) – the 100th edition of the off-road event – will be staged in Grândola, Portugal from 12-17 October.

The event promises to draw more than 600 of the world's best riders to the Alentejo region. Known for its mix of sandy and rocky terrain, the area's rugged landscapes and proven Enduro pedigree will deliver an immense challenge for both professional and amateur competitors.

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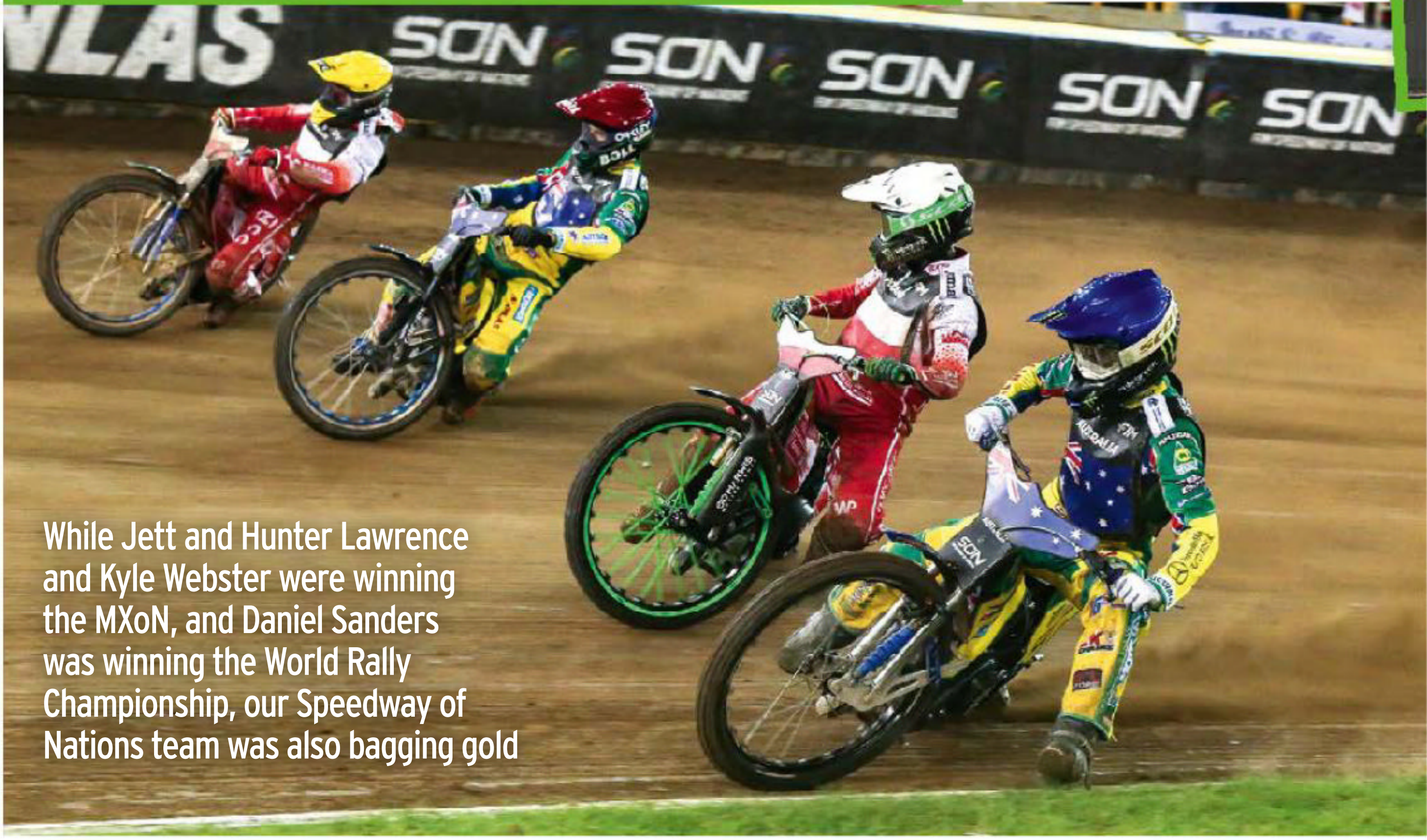
DUCATI

AUSSIES RULE THE WORLD!

WORDS // **MITCH LEES**



While Jett and Hunter Lawrence and Kyle Webster were winning the MXoN, and Daniel Sanders was winning the World Rally Championship, our Speedway of Nations team was also bagging gold

THE NIGHT in MotoArena, Toruń, had everything – epic racing, crashes and the kind of tension that give you chest pain. Team Australia didn't just show up; they staged a comeback that had the Polish crowd both stunned and roaring in appreciation. After a shaky start in their opening heat, Brady Kurtz and Jack Holder clicked into gear, delivering a clinical masterclass in speedway teamwork that left six other nations in their dust.

Once the pair found rhythm, it was pure dominance – flawless gating, razor-sharp corner speed and race tactics that bordered on telepathy. They hit maximum points heat after heat, making their progression to the Grand Final feel inevitable. Even against the powerhouse host nation, the Aussies looked composed. Holder launched from the inside gate, Kurtz blitzed around the outside, and together they pulled off a perfect 1–2 finish ahead of Poland's Bartosz Zmarzlik and Patryk Dudek – sealing Australia's second Speedway of Nations title in four years.

In the Semi-Final, Australia had already stamped its authority, finishing with 41 points over Denmark's 37. On the night of the final, the points were tight: Australia 37, Poland 35, Denmark 34. But when it mattered, the Aussies found another gear. Kurtz's wide, sweeping lines and Holder's precision off the start were unbeatable. Team manager Mark Lemon didn't even need to field 2017 world champion Jason Doyle – a testament to the duo's blistering form.

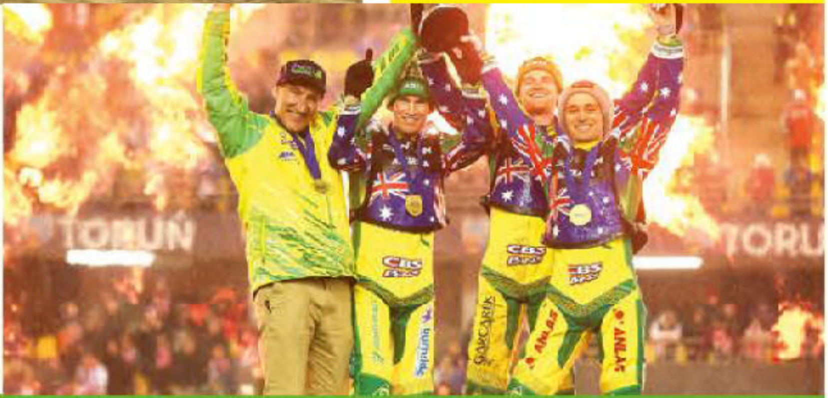
The race itself was one of strategy and nerve. Kurtz admitted afterward that he thought he'd blown it off the line in the Grand Final but managed to find grip and surge past Zmarzlik in the first corner. From there, he and Holder controlled the race with calm aggression, blocking every Polish attempt at a pass. When they crossed the finish line 1–2, the roar from the Aussie pit crew could've been heard back home.

Denmark rounded out the podium after losing a playoff to Poland for a spot in the final, while Sweden, Great Britain, Latvia and the Czech Republic completed the standings. It was also a huge week for Lemon, who guided Australia's U21 SON2 team to a bronze medal just 24 hours earlier.

Holder summed it up best: "We've been training for this since we were nine years

CHAMPIONSHIP HIGHLIGHTS

- This marks Australia's second SON title (first in 2022).
- Winning secured automatic entry for Australia into the 2026 FIM Speedway World Cup Final.
- Team Manager: Mark Lemon; Riders: Kurtz, Holder, Doyle.



old. Now we're world champions – I couldn't be prouder." Kurtz added, "Jack's the best team rider in the business. I'm so proud to wear the yellow jersey."

This win puts Australia alongside Great Britain as two-time champions in the Speedway of Nations, with only Russia having more titles. It also locks in their automatic entry to the 2026 Speedway World Cup Final – where the depth of Aussie talent, from juniors to veterans, will again be on full display.

In the end, Holder's consistency, Kurtz's flair, and Lemon's leadership combined to pull off a victory that will go down as one of Australia's finest team performances on European soil. Toruń was loud, wild and electric – but when the dust settled, there was no question who ruled the track. Australia did.

2025 FIM SPEEDWAY OF NATIONS RESULTS

Top 7 Final Standings

POS	NATION	POINTS	RIDERS (KEY)
1	Australia	37	Brady Kurtz, Jack Holder, Jason Doyle
2	Poland	35	Bartosz Zmarzlik, Patryk Dudek
3	Denmark	34	Leon Madsen, Michael Jepsen Jensen
4	Sweden	27	Fredrik Lindgren, Jacob Thorssell
5	Great Britain	24	Robert Lambert, Dan Bewley
6	Latvia	–	(full team)
7	Czech Republic	–	(full team)

Your Shout

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RACE GEAR

MOUTH OF THE MONTH

WHERE'S THE SAFETY!

Hi Mitch, been reading your mag since it first came out way back when (I love it).

I have noticed that when you have been doing the stories with the little kids on bikes (I would have loved when I was a kid), none are wearing goggles, and some are not even wearing gloves.

I'm a junior coach and would never let any of my pupils ride without *all* the protective gear. The more, the better. I have seven-year olds wearing neck braces, elbow and knee guards.

I remember when my nephew started riding – I told him to wear elbow and knee guards as they are good protection at a low cost, but being young he chose to ignore his uncle and subsequently broke his knee cap for the sake of $20 knee guards.

Cheers, Phil Altschwager

Hi Phil,

Thanks for all your support over the years! And thanks for the feedback.

I feel the same - I would've loved all these little electric-balance bikes and electric motos when I was a kid to rip the local parks. So spoilt nowadays.

Yes, I feel terrible, some of the pics we've taken, Jax and Bonnie have forgotten to bring or wear their gloves and we don't notice until we're taking photos. Or the other problem I'm having is my kids are growing up so fast I can't keep up with all the new gear I've gotta buy them! Sometimes I haven't had time to get new gloves etc so we've made do without, but your feedback has been noted and we'll aim to always have them fully protected to ensure we're giving the right impression.

Again, thanks for the support mate, and the feedback.

HEY MITCH,

My name is Jed Dobré, I'm a cinematographer from Adelaide and have recently released a motocross film, and we've been getting some epic feedback!

I thought I'd share it with you in case you were interested in using it on your website as I'm sure your audience would love it.

We received three nominations at the International Motor Film Awards in London: Best Independent Film, Best Cinematography and Best Stunts.

You can check out the film here: https://www.youtube.com/watch?v=PfCRgbkSfHw

Hope to hear from you soon.

Cheers Jed

Hey Jed,

Mate, that's unreal! Huge congrats on the nominations – that's seriously impressive, especially at the International Motor Film Awards. The cinematography in your film is next level – it's got that raw Aussie moto grit but still feels polished and cinematic. The riding, the stunts, the storytelling... it all ties together beautifully.

We'd love to feature it on the ADB website and share it across our channels. It's exactly the kind of project our readers froth over – local talent doing world-class work in the dirtbike scene.

I'll get the team to pull a short

write-up with a link to the YouTube video and we'll give it a push on socials too.

Appreciate you reaching out, mate – and congrats again. You've done the Aussie moto community proud.

RIDE PNG!

Mitch, it's Pete Boyd from Niugini Dirt Tours again. Luckily we have one riding spot, Lake Wanum, where it is exceptional. I've had guys cut tours short so they could go back here and try some of the hills out. We've gotten zero drone coverage, just great stills from my Canon, so that's our plan for this weekend – a full day's filming of exceptional riding with two drones!

Just picture great drone coverage of the attached stills.

Wow, what a special place! It's still the dream to get over there one day. I will start saving!

CONGRATS MITCH!

In a world where everything is big corporate, and independent journalism is going the way of the dinosaur, it's great to see something going the other way!

Even better when it is the only mag I buy!

Best wishes for the journey ahead – I'll be getting a subscription to show my support

Best regards, Alex Wood

Hi Alex,

Thanks so much for your support! And for your kind words.

Now that ADB is owned by me, we hope to have so many more ways to show our gratitude to subscribers. We've got some bike giveaways as a current subs offer and we have others in the pipeline including MXstore credit, Cairns to Cape York holidays etc, plus we've got shootouts kicking off in early 2026 and loads more epic content.

Thanks again for your support mate, keep roosting!

OLD REVIEW!

Any chance of seeing your test on the 2015 Yamaha WR250F please? Thinking of buying one.

Jack Cullen

Hi Jack, we can't send you a copy from 2015 but you can have a look at our review on our website here: https://adbmag.com.au/video/jake-stapletons-long-term-yamaha-wr250f/

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DANIEL SANDERS

CHUCKY'S CHALLENGE

BACK FROM THE DESERT

CHUCKY ALMOST GOES OVER THE 'BAR IN MORROCCO BUT HANGS ON!

AFTER PORTUGAL, I shot to Morocco with just one rest day in between. We had 10 days free before racing kicked off, which we used for a heap of media photoshoots for Red Bull, KTM and Dakar. Then we got stuck into roadbook training and testing new parts. The engineers had made a few tweaks to improve handling, and the difference was noticeable. We also got to test the new factory rally bike. It's still a few years away – maybe 2027 – but it's impressive.

We then drove 600km to Fès for prologue. I messed that one up. It was on massive open high-country hills with no trees and crazy elevation. I was riding along ridgelines where one wrong move and you're off the edge. I made a heap of mistakes and ended up third. There's footage of me running off the track! Day one went heaps better – I won – but my teammate Luciano Benavides crashed and hurt his knee, so he was out.

The next day, I had to open the stage, and that's when things went south. The course was full of camel grass, and the wind had blown sand into the holes, which makes these nasty hidden steps. I didn't see one section because of the shadows and hit it flat out. It spat me over the tower at about 80km/h. Somehow, I didn't crash, but I bit my tongue, bruised my chest and my airbag went off. It was like hitting a set of whoops that tried to flick me over the 'bar, but the tower caught me and kept the bike straight. I rolled down the next dune, checked myself, felt nothing broken, and kept going. I was a bit dizzy but fine to ride.

After that, though, I couldn't drink. I had a flap of tongue hanging off, blood everywhere. It rattled me and I couldn't find a rhythm. The medics checked me over, said everything was okay, but I couldn't even do a push-up. I still had the overall lead, but I made navigation mistakes on days three, four and five that cost me time. I felt like I'd let the team down. The organisers also changed the roadbook on day three, with fewer notes and different information, and it threw me. Still, when the dust settled, I'd only lost one race all year, so I've got to be happy with that.

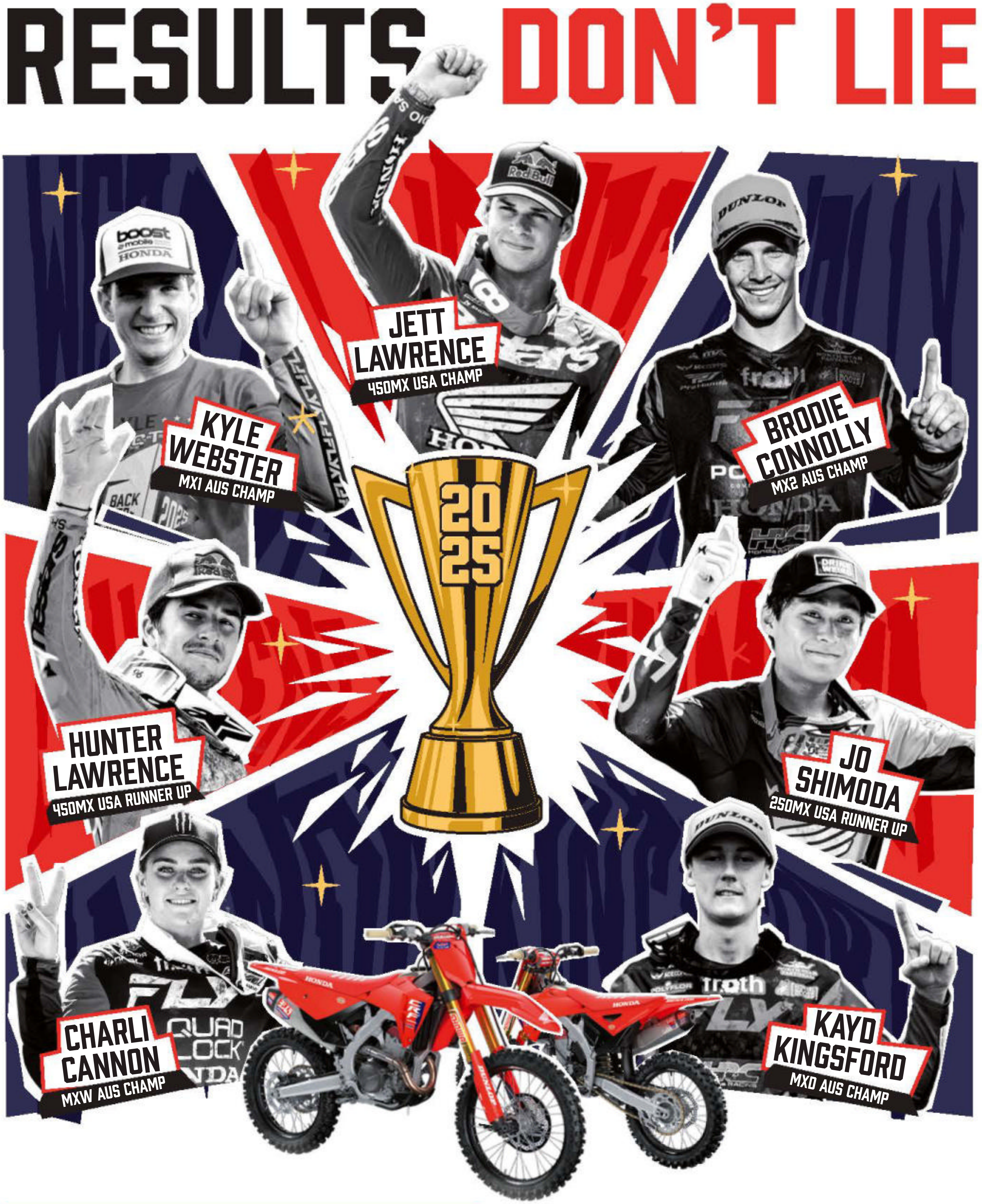
I HAD A FLAP OF TONGUE HANGING OFF, BLOOD EVERYWHERE

I would've loved this kind of form in 2022, but that's when I broke my elbow. It's taken a few tough years to get here, but we're in a much better place now. I celebrated a little, but nothing too wild.

Once I got home, I took a week off to let my chest heal. I've been back on the tools, building the Supercross track so people can train before Melbourne AUSX. I even asked Adam Bailey from AUSX if I could ride my rally bike around the track, but that got shut down pretty quick. My mate Wade Ibrahim dropped by after stacking it in the bush. He needed painkillers, so I sorted him out with some of the good stuff from my own crash collection.

I flew to Brisbane to see Dr Stephen Andrews, who confirmed I'd actually broken a bone just above my sternum. So, a couple of weeks off it is. I can still ride, and it won't affect my Dakar prep, I just need to take it easy.

We've also re-lodged our application with the council to race on our property. If that falls through, well... looks like we're off to BCAT.


RESULTS DON'T LIE
JETT LAWRENCE
450MX USA CHAMP
KYLE WEBSTER
MX1 AUS CHAMP
BRODIE CONNOLLY
MX2 AUS CHAMP
2025
HUNTER LAWRENCE
450MX USA RUNNER UP
JO SHIMODA
250MX USA RUNNER UP
CHARLI CANNON
MXW AUS CHAMP
KAYD KINGSFORD
MXD AUS CHAMP

FROM AMERICA TO AUSTRALIA, ONE TRUTH IS CLEAR: THE 2025 CRF450RWE AND CRF250RWE DON'T JUST COMPETE, THEY CONQUER.

History doesn't just happen, it's made. Jett and Hunter Lawrence rewrote the record books, going 1-2 in the Pro Motocross Championship, the first brothers ever to achieve it, with 18 moto wins from 22 starts. Jo Shimoda added to the dominance, finishing runner-up in the 250 class.

At home, Honda riders Kyle Webster, Brodie Connolly, Kayd Kingsford, and Charli Cannon swept every Australian Championship. Together with Alex Larwood and Wilson Todd, they captured 46 of 55 race victories, an unprecedented level of dominance.

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Podcast

FROM OUR PAGES TO YOUR PLAYLISTS, *ADB* IS NOW IN YOUR EARS!

AUSTRALASIAN DIRT BIKE has always been about more than just ink on a page. For nearly five decades we've been the loudest voice for the dirt bike industry in Australia. Now, we're cranking the throttle on something new: the *ADB* Magazine podcast.

This isn't just another moto show. Each week we'll bring you a mix of topical news, no-BS bike tests, product reviews and the kind of industry insider info that usually stays in the pits. You'll also hear stories from riders, legends and the biggest names flying the Aussie flag on the world stage.

Think of it as *ADB* in your ears – the same banter, the same passion, the same love for riding, only now you can take us on your commute, when working or while spannering in the shed.

The *ADB* Magazine podcast is live now on all the usual platforms. Subscribe, tune in and ride along with us.

Search ADB Magazine where you listen to your favourite podcasts.

EP#14 – DANIEL MILNER ON WINNING THE AEC, ISDE, A4DE AND MORE

We sit down with Daniel Milner, six-time Australian Off-Road Champion and team manager of KTM DM31 Racing, to talk about his incredible 2025 season. Milner and co-host Jeff Briggs dive into how his team pulled off the near-impossible – a clean sweep of every AEC class and the outright title. From managing sponsorships and logistics to racing with a busted knee, Milner reveals what it takes to juggle being both team boss and racer while keeping the squad on top. He also reflects on five A4DE wins, six national titles, and that 2018 ISDE victory.

EP#13 – 2025 REDCLIFFE AUSX WRAP WITH DANNY HAM

We welcome Australian Supercross/ProMX/AEC commentator Danny "Hammy" Ham to debrief the wild Redcliffe double-header. From the pre-round injury hush-hush (Mossy, Crawford, Connolly) to the great dirt debate, Hammy explains why smaller first-round whoops separated the brave from the nervous. We unpack Dean Wilson's composed SX1 clinic, Luke Clout's blazing speed vs race-night gremlins, a banged-up Phil Nicoletti, and Aussie standouts Hayden Mellross, Luke Zielinski and Aaron Tanti. There's loads more including wraps of SX3 and the 85 Cup, plus why juniors under stadium lights are crucial to the sport's future.

EP#12 – MXON REVIEW WITH KYLE WEBSTER

We got an exclusive with back-to-back MXoN champ Kyle Webster and our man on the ground, Briggsy, to unpack Australia's Ironman heroics. Webster talks prep at the Lawrences' compound, jumping onto Chance Hymas' factory US Honda CRF250R, and rolling into Red, White & Blue country cool as you like. Race day? Pure chaos – two first-turn tangles, busted spokes, zero panic – then two monster charges through 450 roost. We get the inside line on recovery ice vests, pit-lane debriefs, why the track suited big gears and brave brains, and how calm heads won the day. Post-race vibes were electric, "Webby" chants and all, and Webster's hungry for more US laps.

EP#11 – 2025 MXON BEHIND THE SCENES WITH JEFF BRIGGS

In this episode of the *ADB* Magazine podcast, Briggsy jumps on the mic after returning from the 2025 Motocross of Nations in Indiana, where he covered Australia's historic back-to-back victory. Running on five hours of sleep and pure adrenaline, Briggsy recounts what it was like to be the first Aussie Hunter Lawrence saw after crossing the line – camera in hand, crowd going ballistic, and chainsaws roaring as the green and gold stormed the track.

He takes us inside the camping chaos of MXoN – motorhomes packed shoulder-to-shoulder, fireworks, raves and pit-lane banter.

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Shot has taken a giant leap into the future with the SRG-1 Air Guard, the world's first airbag system developed specifically for motocross and enduro. Designed to be worn under your jersey, this unisex, ultra-lightweight vest (just 1.8kg!) uses AI-powered crash detection and inflates in less than 60 milliseconds to protect your chest, back, abdomen and neck before you hit the deck. It's breathable, race-ready, CE and FIM approved, and backed by the clever IN&MOTION detection platform.

It includes D30 impact protection, rides for up to 30 hours on a single charge, and is compatible with all motocross jerseys. Need more nerdy stuff? It's water-resistant, has a quick-deflation ring for rapid reset, and you can swap out the air cartridge in under a minute. You can even choose your riding mode – MX, Adventure Race, Trail/Enduro, Street or Road Race – depending on where you're taking your chances.

Activation requires registering the vest via the IN&MOTION app, where you can either rent the brainbox for $20/month (or $200/year), or buy it outright for $650. Additional ride modes are $15/month each, and it's recommended to replace the bladder after five inflations.

Sizes: XS-2XL
(size up for best fit)
RRP: $799.90
WEBSITE: www.linkint.com.au

DUNLOP TRAILMAX RAID

Dunlop's Trailmax Raid tyres are built for adventure riders who want to go bush without sacrificing on-road confidence. This aggressive dual-sport rubber takes inspiration from the D908RR but tones down the rolling noise and sharpens the road manners–ideal for riders switching between tar and trail without swapping tyres.

Off-road, it allegedly delivers solid traction, strong cornering grip, and resistance to chipping. On-road, you get excellent wet grip courtesy of a new silica-rich compound and Dunlop's Dynamic Front Formula (DFF) design, which balances profile, carcass and construction for precision handling. It also features Carcass Tension Control System (CTCS) for an ideal footprint, and Jointless Belt (JLB) construction in radial sizes to reduce high-speed distortion and heat build-up.

Rear tread blocks are beefed up in the centre to cope with road duties and torque-heavy adventure bikes, while tie bars between blocks improve overall stability. The Raid range includes both radial and bias-ply options to suit everything from midsize dual-sports to full-fat adventure tourers.

RRP: From $239.95
WEBSITE: www.ficeda.com.au

STEADYSTAND ROLL ON FREESTANDING WCK6

If you're the kind of rider who hauls your bike – whether that's out to the bush, across state lines or just around to the mates for a Sunday ride – the Steadystand WCK6 is worth a look. This rollin system from Steadystand (via distributor Motorcycle Specialties) is designed for frontwheel sizes from 10 inches to 21 inches and tyre widths up to 140mm, which covers most dualsports, trail bikes and even many road bikes with big front rubber. The freestanding format means you can use it in your ute, trailer or workshop without complex mounting. A safety locking pin ensures your wheel stays locked in and stable while you strap down or park.

Price: From $148.40 online
WHERE: Available via Motorcycle Specialties and other authorised retailers

VANS MTE CROSSPATH XC GORE-TEX

The Crosspath XC Gore-Tex from Vans MTE isn't your average skate shoe – this thing looks like it's built for multisport punishment, even motocros! Designed for riders, hikers,and anyone walking in the dirt, it combines PFAS-free GORE-TEX Invisible Fit waterproofing with recycled RPET mesh and suede overlays, ticking both the durability and sustainability boxes in one go.

A nylon speedlace system tightens things up quickly, while the UltraCush midsole keeps things light and cushy for long days on the move. Down below, the Vibram XS Trek EVO outsole delivers grip across mud, rock or whatever terrain you decide to stomp across. Whether you're walking supercross tracks, or special tests, slogging through wet paddocks, or scrambling down a slick trail, these kicks are built to hang on.

RRP: $299.95

WEBSITE: www.vans.com.au

INTERPHONE 2-WAY BATTERY CHARGER & MAINTAINER

The Interphone 2-Way 100W Charger is a clever little unit designed for riders who don't want to choose between topping up their battery or their phone – it does both. Mounted to your handlebar, this compact device acts as both a fast charger and a battery maintainer, pushing up to 100W of bi-directional power. That means you can charge your phone while riding, then switch to maintaining your bike's battery while it's parked, all from the same waterproof unit.

Compatible with all motorcycle batteries and handlebars, it includes both USB-A and USB-C ports, so you're covered no matter what you're plugging in. Whether you're heading off-grid for a few days or just commuting and want a reliable charge on the go, this two-in-one setup saves space and hassle – no tangled mess or dodgy adapters needed.

RRP: $179.95

WEBSITE: interphoneaustralia.com.au

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WORDS // **MITCH LEES, GEOFF BRAICO, JEFF BRIGGS**
PHOTOS // **MITCH LEES**

Bling vs

DOES SPENDING EXTRA ON FACTORY-LEVEL PARTS MAKE YOU FASTER, OR JUST LIGHTER IN THE WALLET?

There are some pretty red-hot deals going around at the moment on 300cc two-strokes. While we wait for the MY26 models to arrive on dealer's floors, we've noticed MY24 and MY25 machines still for sale and at a significantly reduced price. This means there are bargains to be had! We thought we'd take two 300s at opposite ends of the bling scale and price and see how they compare in case you're shopping around. And while the price we've quoted below is for the 2025 models, we've seen some dealers offering these bikes in MY24 spec for even less.

But before we get into testing we have an admission to make. When it comes to going fast, we've always been the bloke who says, "It's not about the bike." I mean Toby Price could probably win Dakar on a Honda CT110, right? But when you have bikes as different as these, maybe it is about the bike. You can preach all you want about skill, fitness, and throttle control – but we all know you'd sell your nan's caravan for a KYB fork and some shiny red anodised preload caps.

The GASGAS EC 300 is about as basic as 300s come – no map switch, no fancy fork, no flashy bits. It's your blue-collar bush-basher: reliable, capable and dead simple.

Meanwhile, the Beta 300 Racing rolls up looking like it's just stepped off a factory truck – KYB suspension,

Budget

SIDE-BY-SIDE

	Beta 300 Racing	GASGAS EC 300
ENGINE TYPE	Single-cylinder, 2-stroke, liquid-cooled	Single-cylinder, 2-stroke, liquid-cooled
DISPLACEMENT	292.6 cc	293.15 cc
BORE X STROKE	73mm x 69.9mm	72mm x 72mm
COMPRESSION RATIO	11.6:1	Not specified
FUEL SYSTEM	Keihin PWK 36 carburettor	Keihin EFI (39mm throttle body)
LUBRICATION	Oil injection (electrical pump)	Pre-mix (EFI controlled)
IGNITION / ECU	AC Kokusan digital CDI	Vitesco Technologies EMS
STARTER	Electric	Electric
TRANSMISSION	6-speed	6-speed
CLUTCH	Wet multi-disc, mechanical	DDS wet multi-disc, Braktec hydraulic
FRAME	Molybdenum steel double cradle	25CrMo4 steel double cradle
SUBFRAME	Steel	Aluminium
WHEELBASE	1482mm	1489mm
SEAT HEIGHT	950mm	956mm
GROUND CLEARANCE	340mm	354mm
DRY WEIGHT	103.5kg	107.6kg
FUEL CAPACITY	9.5L (2.3L reserve)	9L
FRONT SUSPENSION	KYB 48mm USD fork	WP XPLOR 48mm USD fork
REAR SUSPENSION	KYB monoshock with linkage	WP XACT monoshock with linkage
FRONT WHEEL TRAVEL	300mm	300mm
REAR WHEEL TRAVEL	287mm	300mm
FRONT BRAKE	260mm wave disc, twin-piston	260mm disc
REAR BRAKE	240mm wave disc, single-piston	220mm disc
FRONT TYRE / RIM	90/90-21 / 21 x 1.6	90/90-21 / 21 x 1.6
REAR TYRE / RIM	140/80-18 / 18 x 1.85	140/80-18 / 18 x 2.15
HANDLEBAR	N/A	Neken aluminium Ø28/22 mm
COOLING SYSTEM	Liquid cooled	Liquid cooled
RRP RIDE AWAY	$17,720	$16,615

billet bits, dual-map ignition, quick throttle and enough red anodising to make Santa jealous.

The price difference between them? Around three grand. The question: does that three grand make you faster, smoother… or just smugger?

We did what any self-respecting dirtbike tragic would do – we flogged them both. Same track, same riders, same conditions. We wanted to see if the Beta's extra spec really translates into performance, or if it's all just marketing sparkle for riders who love to justify their spending to their mates. You know the type – "Yeah mate, it's worth it for the KYBs alone."

So, does spending more mean you'll roost harder, brake later and clear that log jump like Graham Jarvis on espresso shots? Or does the cheaper GASGAS deliver 95% of the fun for way less coin and way fewer arguments with your accountant? Time to find out if dollars really buy dirtbike happiness – or just shinier footpegs.

SPEC SHOWDOWN: BETA 300 RACING VS GASGAS EC 300

You couldn't find two 300s further apart in the bling spectrum if you tried. One's got anodised bits, KYB suspenders and Italian swagger – the other looks like it just clocked off from a day on the farm and doesn't care who's watching. But on paper, here's how the dollars and details stack up.

ENGINE & PERFORMANCE

Both bikes swing 293cc-ish two-stroke singles, but that's where similarities end. The Beta 300 Race runs an old-school Keihin PWK 36 carburettor and oil injection via an electric pump. Meanwhile, the GASGAS EC 300 goes full 21st century with Keihin EFI through a 39mm throttle body and a Vitesco ECU managing the fuel mix.

Beta's got a slightly shorter stroke (69.9mm v 72mm) and higher compression, so it's a touch more lively off the bottom. The GASGAS might edge it in smoothness and attitude compensation thanks to EFI, but when it comes to sheer simplicity, the Beta's still the backyard tuner's dream.

CHASSIS & WEIGHT Both run a steel frame which gives them that classic, planted European feel, but the KTM has a longer wheelbase (1489mm v 1482mm). The Italian's slightly shorter and feels tighter between the knees, while the Spaniard (errr Austrian) sits a bit taller (seat height 956mm v 950mm) and has more ground clearance (354 mm v 340mm).

Weight-wise, the Beta's lighter at 103.5kg dry, versus 107.6 kg for the GASGAS – around a four-kilo difference.

SUSPENSION Here's where the Beta earns its "Race" name – it runs a KYB 48mm USD fork and KYB shock with linkage. Fully adjustable and considered the benchmark for high-end enduro bikes.

The GASGAS fights back with WP XPLOR 48mm fork and WP XACT shock on linkage – softer out of the box, aimed at trail comfort more than race-pace aggression.

Both offer 300mm front travel, but the Beta's slightly shorter rear stroke (287mm v 300mm) keeps it feeling tauter in the turns.

BRAKES & WHEELS Front discs are identical at 260mm, but Beta wins out back with a beefier 240mm rear wave disc, compared to GASGAS's 220mm. Beta runs a pair of Nissin brakes and GASGAS utilises Braktec brakes. Both solid options. Both bikes run 21/18-inch wheels and 90/90 and 140/80 tyres, though the Beta runs a slightly narrower rear rim. Both come with Maxxis tyres.

FUEL & RANGE The Beta carries a 9.5-litre tank, while the GASGAS packs 9 litres flat. Not a big gap, but expect the EFI-fed GASGAS to stretch that bit further. The Beta's carb will guzzle if you're heavy-handed – and let's be honest, you probably are.

Seat is higher but soft suspension helps

Seperate oil injection means lube goes in here

GASGAS has 300mm rear stroke

WP XPLOR 48mm fork

IS BLING, KING?

The Beta 300 Racing isn't mucking around. It's the full-fat version of Beta's two-stroke line-up – firmer suspension, sharper geometry and all the go-fast bits.

From the first hit of throttle, the Beta makes its intentions clear. That Keihin carb-fed 292.6cc engine is old-school in all the right ways. It's crisp and torquey and delivers a feeling you just don't get from injected bikes. You can lug it down to nothing, short-shift through the gearbox, and it'll pull like a tractor, or you can ring it out until the trees blur. It's lively without being uncontrollable – the twin-spark head smooths the delivery beautifully, and you can feel that counter-balancer doing its job when you're hanging on for dear life.

The KYB suspension is classic race-bike spec – stiff, precise and begging to be pushed. At trail pace it might feel a little firm, but get on the gas and it transforms. Suddenly every rock, log and erosion mound becomes a launch ramp. The fork has that perfect blend of hold-up and feedback when you're charging, while the shock

New seat is more comfortable

Carb-fed engine is crisp and toqruey

Beta's KYB 48mm USD fork...

...and KYB shocj with linkage

finds traction so incredibly well.

Handling-wise, the Beta feels tight and compact and the new seat has made long rides a little more comfortable. The frame gives clear feedback through the 'pegs, and that molybdenum steel chassis keeps everything feeling calm even when you're belting through chopped-out single.

It's not all race-bike brutality, though. Beta's softened the seat foam (praise be), and while it's still tall at 950mm, it's more forgiving after a long day. The brakes are strong – Nissin front and rear – with the front in particular offering face-plant levels of strength until you learn to respect it. But once you adapt, it's all precision and confidence.

The only downside? It's firm, intense, and a bit much for lazy Sunday trail rides. But that's not what it's built for. This thing's designed to be ridden hard, fast and with intent. It rewards aggression, and if you've got the skill to use it, it's easily one of the best 300s on the market. And yes, in the case of the Beta 300 Racing and Race, the bling and extra features like the KYB suspension make it a more serious bike that's more aggressive to ride.

That Keihin carb-fed 292.6cc engine is old-school in all the right ways

THE LARRIKIN

Then there's the GASGAS EC 300. The "budget" 300 in the KTM group – if you can call anything over ten grand "budget" anymore – it's the softer, more easy-going cousin to the KTM EXC and Husky TE. But don't think that means it's half-baked.

The heart of the GASGAS is the new TBI (Throttle Body Injection) engine, a huge step forward from the old TPI system. Fuel mixes with air in the throttle body, not the cylinder, which means cleaner running, better atomisation, and smoother power delivery. The result? It's easily the best fuel-injected two-stroke we've ridden. It might not have that snappy carb hit like the Beta Race, but it's silky-smooth, perfectly fuelled and near impossible to stall.

The engine's super forgiving – you can crawl it through technical junk at almost idle, and it just keeps chugging. The electronic power valve and refined mapping make it feel predictable everywhere. Sure, it doesn't have the Beta's punch, but that's kind of the point. It's the bike that lets you relax and focus on the trail rather than wrestling for control.

The WP XPLOR open-cartridge fork and XACT shock match that easy-going personality. It's soft, plush, and loves slow-speed trail work. But it's easily the firmest open-cartridge system we've tested. On nasty rocky

climbs or slippery roots, it just floats. Push it to race pace, though, and it quickly runs out of ideas – blowing through the stroke and getting nervous when you're really hammering. But if you're honest with yourself and most of your riding's trail pace, it's hard to fault.

The ergos are roomy and comfortable, the Neken 'bar feels neutral, and despite having a slightly higher seat (956mm) the softer feel and softer rear shock absolutely mean it feels lower to sit on making it friendly for a wide range of riders. The Braktec brakes and clutch – once the butt of every test rider's joke – have come good, too. They're not Brembo-sharp, but they're consistent and predictable.

The EC 300's biggest charm is how little it asks of you. No pre-mix, no jetting, no adjusting a clicker every time the weather changes. Just start it, ride it, and enjoy it. It's the kind of bike you can lend to a mate and not have to worry about whether they'll bin it or stall it every 10 metres.

THE BLING FACTOR – DOES IT MATTER?

So, does spending the extra cash on the Beta actually buy you performance? Yes – but only if you're using it. The Beta's sharper, faster and more explosive everywhere. It feels lighter, hits harder, and its KYB suspension absolutely schools the GASGAS once you're pushing hard.

But that performance comes at a cost: you've got to ride it properly. You can't just plod around at half pace

But that performance comes at a cost: you've got to ride it properly. You can't just plod around at half pace. It needs aggression to shine. The GASGAS, meanwhile, is the total opposite – softer, friendlier, easier to live with. It doesn't care if you're riding like a hero or a hungover plumber.

If you want a 300 that makes you grin every time you twist the throttle and you've got the skill (and forearms) to hang on, the Beta 300 Racing is your bike. It's everything you probably remember from days of old for two-strokes: angry, alive, and absurdly fun.

If you just want to ride, explore and not think too hard about clickers or jetting, the GASGAS EC 300 makes a strong case. It's not the flashiest or fastest, but it will save you over $1000 (you'll need to buy handguards and skid plate though) and it's the one that'll keep you out on the trail all day without wearing you out. ADB

Got something to say about this yarn?
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Beta's 240mm rear wave disc and Nissin caliper

GASGAS's 220mm rear disc and Braktec caliper

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THE KTM THAT DOES IT ALL

WORDS // **MITCH LEES**
PHOTOS // **BERNIE DEN HERTOG**

KTM's 390 Enduro R is a lightweight, road-legal dual-sport that's just as happy commuting to work as it is tearing through singletrack on the weekend

At first glance, we couldn't quite place the 2025 KTM 390 Enduro R. Standing in the carpark, staring at it from every angle, we argued about whether it was an enduro bike, an adventure bike or something entirely in between. The high front fender and slim bodywork screamed trail weapon, but the fairing and large tank whispered long-haul adventure. It looked too refined to be a pure bush basher, yet too stripped back to be a full-blown ADV machine. For a moment, we thought KTM had built a bike with no real home – a machine that sat awkwardly between worlds.

But once we threw a leg over it, those doubts disappeared faster than a KTM clutch lever in the rocks. The 390 Enduro R isn't confused – it's calculated. It's the missing link between KTM's 390 Adventure R and the EXC-F enduro line-up, blending the comfort and road manners of a small adventure bike with the agility and simplicity of a lightweight enduro. It's not trying to compete with 500cc trail thumpers or heavyweight ADVs; it's carving its own lane right down the middle.

ByBre brakes do the job

New LED lighting and compact headlight unit

Single-cylinder adventure built for dirt

SCAN TO WATCH THE VIDEO

On the road, it's smooth, manageable and surprisingly quick. Off it, the chassis and suspension setup deliver just enough compliance and confidence to hit proper trails without that nervous, top-heavy feel you get from most small-capacity adventure bikes. You can commute during the week, explore forest trails on Saturday and disappear on a long gravel adventure Sunday – all without changing a thing.

For under $11,000, KTM might have quietly built the ultimate dual-sport. It's the do-it-all bike for riders who want one machine to cover everything from backroad exploring to weekday commuting – no trailers, no dramas, just fuel up and ride wherever the dirt (or bitumen) takes you.

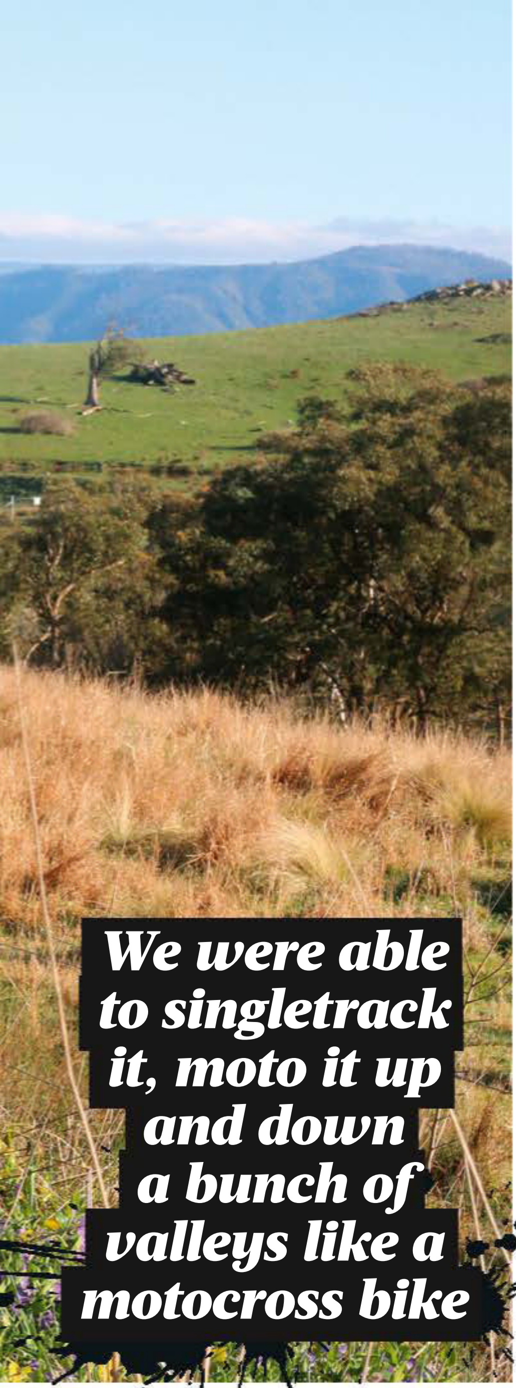
WHERE DOES IT FIT?

It's essentially the same bike as the 390 Adventure, but it looks very different. It looks much more motocross or enduro-inspired, especially with that front headlight that resembles an enduro bike. Even the seat is flatter and less scalloped out, giving it more of an off-road feel.

Originally, I thought this would be the bike for less experienced adventure riders – something a little simpler, without all the big bits hanging off it. But now I'm starting to think it's actually for riders who want to go more off-road.

Now, this bike gets all the same components as the brand-new KTM 390 Adventure R – same engine, same suspension, new trellis frame, same subframe – but with a few key differences. The most obvious is the fuel tank. You can see straight away it doesn't come up as high. The difference is five litres: this Enduro carries a 9-litre tank compared to the Adventure's 14-litre.

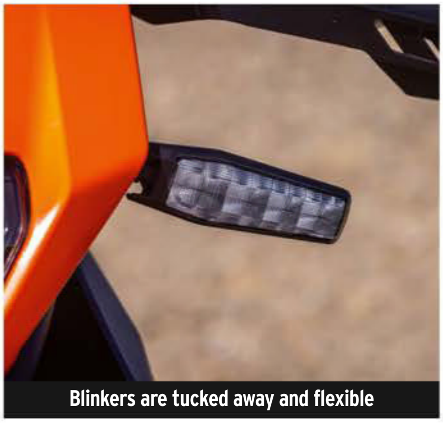
Another key difference, as I mentioned, is the seat. It's a little flatter compared to the Adventure's more sculpted seat and sits about 20mm higher at 890mm. And the most obvious visual change – it doesn't get

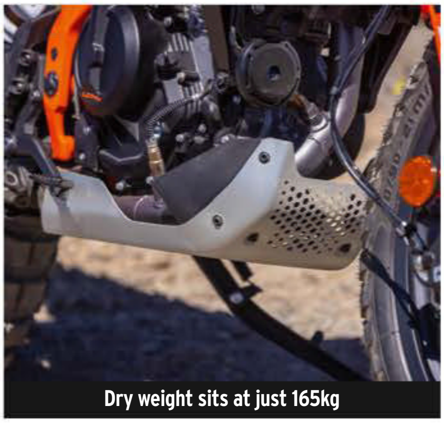


> **We were able to singletrack it, moto it up and down a bunch of valleys like a motocross bike**

43mm WP Apex fork with 170mm travel

Full TFT display with smartphone connectivity


Blinkers are tucked away and flexible


Dry weight sits at just 165kg

Delivers 44hp and 39Nm

Updated ergonomics improve stand-up control

the big tower. That tower is brilliant for wind protection, as we discovered with the Adventure R.

It's also a slightly cheaper model – roughly $1000 less at just over $10,000. You lose a few engine modes; this one only gets Street and Off-road, with no Rain mode. Within those maps, you don't have quite as much customisation as you do on the Adventure model. For instance, you can't adjust the throttle response in Off-road mode.

IN THE SINGLE

The minor changes compared to the 390 Adventure make it feel like an enduro bike, as its name suggests.

We were able to singletrack it, moto it up and down a bunch of valleys like a motocross bike, and it offered an easier body position to move around on – like you would on a true dirtbike. So, that's how we treated it.

The engine is so much fun. The mid and top-end rev forever, and there's plenty of power all the way through. You can roll the throttle on and off through corners, drift it and kick the back out. It slides from mid to top smoothly – something most small-capacity bikes struggle to do.

The balance is good too. We could stand on the 'pegs through singletrack, sit down and motocross it, and push it hard into corners. It felt well-balanced and planted. For a bike that's technically a commuter or dual-purpose machine, it has incredible off-road capability.

As for suspension, you can throw it into anything. It's soft, compliant and plush. Sure, it's not going to soak up a five-foot erosion mound and land without complaint but over the smaller, choppy stuff, it's smooth and confidence-inspiring.

The WP suspension offers proper adjustment too. We set everything as firm as possible – I'm nearly 100kg in full gear and 6'2" – and found it held up nicely under hard braking down steep fire roads without blowing through the stroke. Winding it back to

full soft made a massive difference – ideal for lighter riders who don't want to feel beaten up by corrugations.

The maps work really well – Street and Off-road are all you really need – but there's just not as much adjustability as there is with the Adventure. We didn't feel the need to change anything; the factory settings for ABS and traction control felt spot on. Just be aware that the Adventure offers a little more fine-tuning if you want it. And the ABS can't be turned off up front.

One of the reasons the 390 Enduro feels slightly easier to manoeuvre is because of the smaller fuel tank. The reduced tank size lets you get further up and over the bike, really pushing into corners without feeling like you're sitting deep in the saddle. The smaller tank also means less weight up high, making the bike feel less top-heavy than the 390 Adventure. It's easier to flick through corners, and riders who aren't as confident might actually prefer that lighter, more manageable feel.

The only downside to this engine is that it struggles a bit off the bottom. As soon as you open the throttle and let the clutch out, you need to give it a decent rev to get moving – whether that's doing a U-turn, taking off quickly or threading through tight singletrack. We did flame out and stall a few times. It doesn't have that EXC-style low-down torque where you can let the clutch out completely without touching the throttle. You'll need to keep a little throttle on to avoid stalling. You could probably fix some of this with final gearing changes, but in stock form, it will stall off idle if you're not careful.

WHO SHOULD BUY IT?

If you're planning long highway runs or big, open dirt-road adventures, go for the Adventure – the wind protection from that screen is excellent. But if you're commuting, doing weekend dirt runs with mates, or tackling proper 4WD-style tracks, you won't miss it. Up to about 60-80km/h, the lack of wind protection isn't an issue. After that, you start to notice it.

For tighter, more technical riding – logs, trees, rocky climbs – the Enduro's minimalist front end actually works better. You don't have that big fairing to clip your chin or get in the way. We preferred the cleaner setup for the kind of terrain we tested it in.

The 390 Enduro R is a little motocross bike wrapped in a dual-sport commuter package, and we had a heap of fun revving it to the moon and racing each other around fire roads and singletrack. It's one of the only genuine dualsport motorcycles on the market that really can hit singletrack, the bitumen and the open dirt road.

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

2025 KTM 390 Enduro R

ENGINE

TYPE: Single-cylinder, four-stroke
DISPLACEMENT: 398.7cc
COOLING: Liquid-cooled
EMS: Bosch EMS with RBW
TANK CAPACITY: 9L
CLUTCH: Cable
TRANSMISSION: 6-speed

SUSPENSION

FRONT SUSPENSION: WP APEX 43mm, compression and rebound adjustable, 231mm travel
REAR SUSPENSION: WP APEX Split Piston, preload with top ring, 231mm travel

BRAKES

FRONT BRAKE: 285mm floating disc, ByBre radial caliper with ABS
REAR BRAKE: 240mm disc, ByBre single-piston floating caliper with ABS

DIMENSIONS

WHEELBASE: 1475 mm
SEAT HEIGHT: 890 mm
GROUND CLEARANCE: 272 mm
WEIGHT (DRY): 159kg

RUNNING GEAR

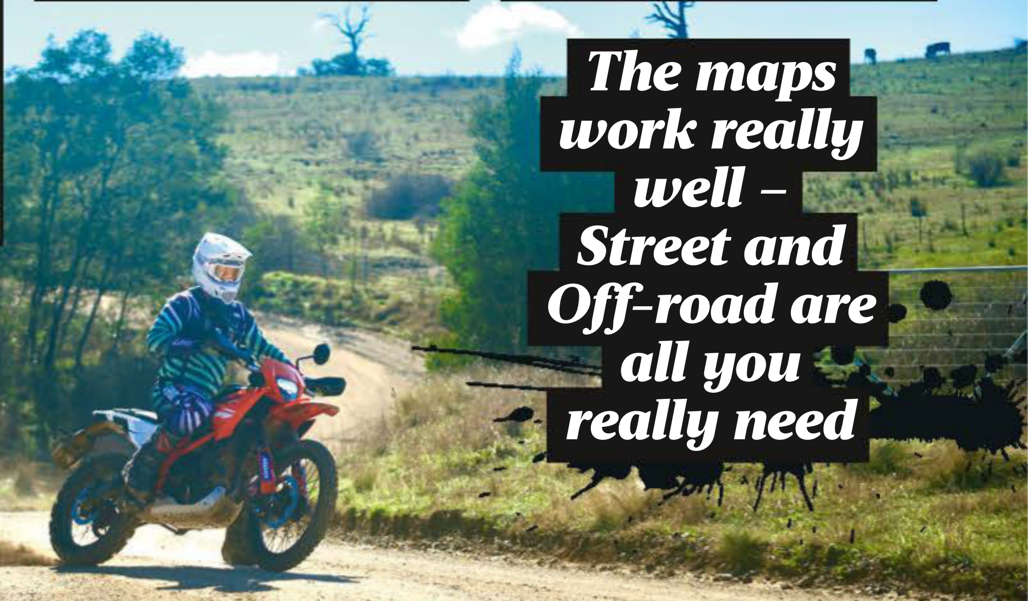
FRONT WHEEL: Mitas 21-inch
REAR WHEEL: Mitas 18-inch

PRICE & CONTACTS

RRP: $10,695 ride away
BROWSER: ktm.com.au
WARRANTY: 2 years

Lightweight steel trellis frame for agility

Switchable ABS and Offroad mode included



The maps work really well – Street and Off-road are all you really need

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IT IS,
THE
BETTER
IT GETS.
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TF450E
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FOR THE RIDE

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FOR THE RIDE

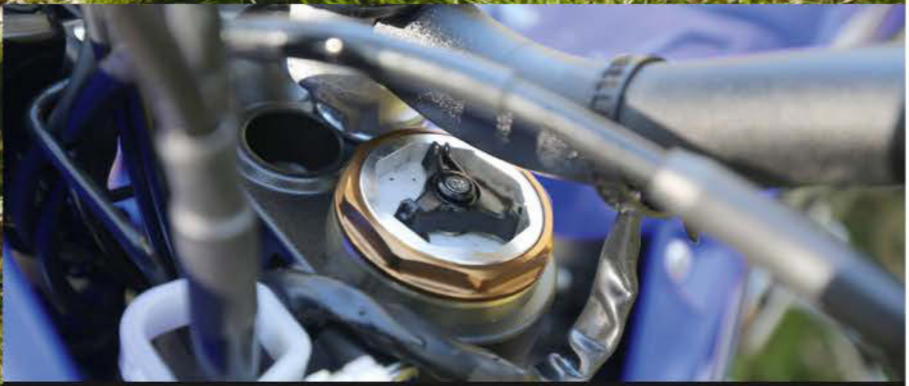
STILL THE BUSH KING

WORDS // **JEFF BRIGGS, WES MILLS, MITCH LEES**
PHOTOS // **ML**

SCAN TO WATCH THE VIDEO

After more than two decades ruling Australia's trails, the Yamaha WR450F returns for 2026 with minor updates, the same brute power and a question that never goes away – **is the king of the bush still the best tool for the job?**

450cc engine derived from YZ450F



KYB fork is surprisingly plush

GYTR
YAMALUBE

Thermo fan comes standard for bush riding

When it comes to conquering Australia's bush, the Yamaha WR450F has long worn the crown. Since its lineage began with the WR400F in 1998, it's been one of the longest-running big-bore enduro bikes in continuous production. Through each evolutionary step – 400 to 426 to 450 – the WR has endured because it does what so many trail bikes promise but few deliver: raw capability matched with unshakable reliability. In Aussie paddocks, creek beds and singletrack, it's earned the title "King of the Bush" – the 450 that just keeps on going when others falter.

Back in the early days, the WR (in its 400cc and 426cc forms) was celebrated for one thing above all else – power. It had more grunt than most riders knew what to do with, and that was exactly the appeal. If you had the skill and the stamina, the WR rewarded you tenfold. Gear it right and you could climb anything, hammer through open scrub, or thunder down fire trails with that distinctive Yamaha induction noise echoing through the trees.

But times have changed. The modern enduro scene has shifted toward lighter, mid-capacity 350s – bikes that promise easier handling, less fatigue and a sweet spot between performance and control. Riders now value agility over brute strength, questioning whether a 450 is too much bike for today's tighter, more technical riding. The WR450F, once admired for its excess, suddenly finds itself competing with bikes half its size and weight for the same patch of trail.

So, does that make the WR450F redundant? Not quite. If anything, the 450's survival in this mid-capacity age proves its adaptability. It's evolved into a machine that blends torque with precision – still fast and formidable, but more refined than ever. With Yamaha continuing to fine-tune the chassis, electronics, and usability, the WR450F remains not just relevant, but iconic.

Lockable ECU for the engine is new for 2026

ANY CHANGES?

For 2026, Yamaha hasn't swung for the fences with the WR450F – and that's not a bad thing. The big news this year is the addition of a new ECU lock system, integrated through Yamaha's Power Tuner app. It's a small but smart update designed for security rather than performance – allowing owners to lock out the ignition digitally so no one can start the bike without entering the correct password. For trail riders who park up at the pub or leave the garage door unlocked, that's peace of mind.

Aside from that, the changes are cosmetic. The fork guards now come in a lighter shade of blue, and the radiator shroud graphics have been freshened up to match Yamaha's latest off-road styling. That's it. No new engine, no revised frame geometry, no suspension overhaul – and truthfully, it didn't need any of those things. The 2026 WR450F continues to roll out of the factory with the same core package that's made it one of the most dependable and versatile 450s in Australia.

Under the seat, it's still the same 450cc liquid-cooled, DOHC four-valve engine producing a mountain of torque and a meaty spread of power. The CVT-style five-speed gearbox remains perfectly matched to the engine's delivery. And the bilateral beam aluminium frame, a direct descendant of Yamaha's motocross platform, gives the WR its unmistakable rigid feel.

The KYB suspension is unchanged, and that's good news for riders who like Yamaha's signature feel. With 300mm of travel up front and 306mm at the rear, it's tuned for enduro. The WR's braking setup also stays familiar: a 270mm disc at the front, 240mm at the rear. Even the dimensions are untouched with a 955mm seat height, 330mm ground clearance, and a 1470mm wheelbase.

In short, Yamaha hasn't reinvented the WR450F for 2026 – it's simply polished a proven formula. The WR stays true to what Aussie riders actually want: a reliable, torque-rich, enduro bike that doesn't quit. Sometimes the best update is knowing when not to mess with success.

Maps can be tuned but there's two standard

KYB shock works very well with rigid chassis

Speedo more modern nowadays

Yep, still a cable clutch but it's lightweight

THREE'S A CROWD

We got three very different testers to ride the WR and sit down and tell us their raw feedback. Mitch Lees is Editor and owner of *ADB* and has been testing bikes for 15 years; Wes Mills is a 125cc motocross aficionado with two kids and a very stressful life as a plumber; while Briggsy is a retired off-road racer with three girls and job in a mine.

We spent a day in the bush taking it in turns to ride the WR450F and when the dust settled, we all agreed on one thing: this bike is still a weapon.

We all agreed on one thing: this bike is still a weapon

KYB fork worked for both our heavier and lighter riders

Here's how the conversation unfolded.

Mitch Lees: They've always nailed the ergonomics. I love the YZ-style cockpit – it feels right the moment you swing a leg over. But once you get it into the bush, it's an animal. That engine has serious punch. There are two map modes on the handlebar, plus you can custom tune through the Power Tuner app. I tried both, and the mellow map was far smoother and more linear. Switch to the aggressive map and it's wild.

Jeff Briggs: It's powerful, no question, but also versatile. It'll handle open terrain beautifully, yet still thread through tight stuff without too much argument. The only thing I noticed in the singletrack was that the clutch pick-up feels like it wants to push on a bit. It doesn't stall easily, but it does like to keep rolling.

Wes Mills: I felt that too. Coming off 125s and 250 two-strokes, the WR450F is a handful in comparison. But the throttle response is so smooth that it's still controllable. If you're patient with it – roll it into corners a gear high instead of trying to muscle it – it rewards you. I preferred the mellow map for that reason. The engine's got big inertia, so you do feel the weight tipping it into turns, but when you open it up, it's unbelievably strong.

Mitch: It's a monster. Even when you try to lug it, it just keeps driving – there's no "chug and recover" like some other 450s. I reckon it suits riders out west or anyone riding faster, more open four-wheel-drive trails rather than tight coastal singletrack.

Briggs: It's ideal for big, confident riders – guys 90kg and up who can use that power. It's firm, planted and out of the box it feels race-ready. I'd call it the all-rounder of the class: sand, fire roads, even a motocross track – it'll do the lot. Tight enduro? It'll get through it, but not with the same agility as a six-speed Euro bike.

Mitch: Let's talk about the clutch. The WR450F's one of the last 450s still running a cable clutch, and people love to bag that. But honestly, it's light – lighter than some hydraulics. I was working the clutch through hills all day and didn't get any fade.

Briggs: It's every bit as good as a hydraulic system. You've got better lever adjustability too.

Wes: I've converted almost every Japanese bike I've owned to hydraulic, but never the Yamahas. Their cable feel is just that good. On this WR, I barely touched it all day.

Mitch: At around 100kg in gear, I expected to get beaten up by firm suspension, but it surprised me. It's got that motocross-style stiffness without the harshness – it never blew through or deflected, even in chopped-up singletrack. The chassis is rigid though.

Wes: Being the lightest of the three, it felt firm but comfortable – very much like a traditional motocrosser. A few clickers softer and it would've been perfect. Nothing harsh, nothing deflecting, just solid KYB feel.

Briggs: I hit everything from whoops to rocks to a motocross section, and it handled it all. The chassis is balanced – the YZ refinement really shows through. It tracks straight, doesn't dive under brakes, and feels more settled than older WRs ever did. For racing, I'd go one spring rate firmer, but honestly, you could take it straight from the crate to an enduro and be fine.

Stay tuned for a feature on the Yamaha Power Tuner App where we give you our best maps for beginners, trailriders and racers.

2026 Yamaha WR450F

ENGINE

TYPE: Liquid-cooled, 4-stroke, DOHC, 4-valve
DISPLACEMENT: 450cc
BORE X STROKE: 97.0 x 60.8mm
COMPRESSION RATIO: 13.0:1
FUEL SYSTEM: Electronic Fuel Injection
IGNITION: TCI
LUBRICATION: Dry sump
STARTER: Electric start
TRANSMISSION: 5-speed, constant mesh
FINAL DRIVE: Chain

CHASSIS

FRAME: Bilateral beam aluminium
FRONT SUSPENSION: KYB telescopic fork, 300mm travel
REAR SUSPENSION: KYB linkage-type, 306mm travel
FRONT BRAKE: Hydraulic disc, 270mm
REAR BRAKE: Hydraulic disc, 240mm

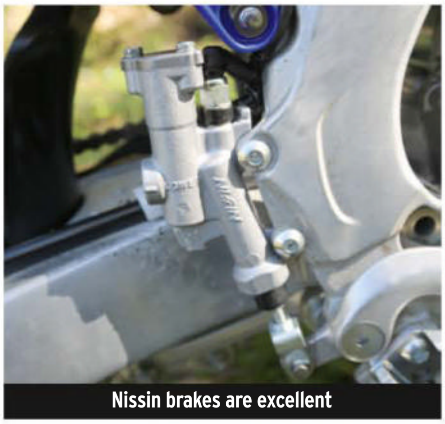
DIMENSIONS

SEAT HEIGHT: 955mm
WHEELBASE: 1470mm
GROUND CLEARANCE: 330mm
FUEL CAPACITY: 7.4L
WEIGHT: 119kg (approx., wet)

PRICE & CONTACTS

RRP: $18,699
WARRANTY: 3 months

The seat is rounder than most but still grippy



Nissin brakes are excellent

The handlebar bend could be flatter

> *I hit everything from whoops to rocks to a motocross section, and it handled it all*

Mitch: The seat's grippier and slimmer than older WRs. The new bike's edging toward Euro sleekness, but it still feels like a Yamaha.

Wes: It's a neutral layout that suits a wide range of riders. Nothing awkward, nothing forcing you to adjust. It's not ultra-flat like a Beta or KTM, but it lets you move around.

Briggs: Yeah, it feels trail-friendly without losing that YZ sharpness. It's a nice compromise between a trail and race posture.

Mitch: If I owned one, I'd push the fork legs through the clamps a few millimetres to sharpen the steering.

Briggs: Rear tyre swap would be my first move. The stock 140 FIM-spec Dunlop feels too rounded – it slides more than it drives.

Wes: The standard tyre's fine for mixed terrain, but it's a bit vague on drive. Drop a few psi or just replace it.

Mitch: This isn't a beginner's bike. You'll want some experience – solid B-grade level or someone riding weekly.

Briggs: Exactly. It's for riders who want a race-ready, reliable, high-power bike they can trust.

Wes: Or someone in a midlife crisis who wants to scare themselves a little!

STILL KING

After a day flogging it through tight singletrack, open fire trails and a few impromptu motocross sections, we all landed in the same place – the 2026 Yamaha WR450F is still the benchmark for big four-fiddys in Australia. It's raw, powerful and unapologetically Yamaha. The new ECU lock is handy, but the real story here is how little else needed changing.

In an era where the mid-capacity 350s are stealing hearts, the WR450F proves there's still a place for muscle. It's a serious tool for serious riders. The power is immense but usable, the chassis is balanced and the KYB suspension is class-leading. The clutch might still be cable-operated, but it's feather-light and full of feel, while the ergos are finally catching up with the Europeans. ADB

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WORDS // **MITCH LEES** PHOTOS // **ML**

FUTURE PROOF FUN

SCAN TO WATCH THE VIDEO

THE RFN SX-E5 PROVES THAT ELECTRIC MINIS AREN'T JUST CATCHING UP – THEY'RE READY TO RACE. LIGHT, QUICK AND AFFORDABLE, IT'S REDEFINING WHAT A 50CC-CLASS BIKE CAN BE FOR YOUNG RIDERS

If you're thinking of diving into electric racing, the RFN SX-E5 might just be the smart place to start. While last issue we tested the SX-E8 – the first "65cc equivalent" electric to race in higher classes – many petrol 50cc bikes in junior racing have little engine development so a petrol bike may not have as much of an advantage. The SX-E5, by contrast, already offers competitive performance out of the box, meaning it stands a better chance of being race-ready without extensive tinkering.

The SX-E5 isn't the first electric kids' bike eligible for 50- to 65cc classes, but it is among the most affordable. With a peak 5kW motor, strong torque and a price point within reach for savvy families, it presents a decent option.

Because electric bikes eliminate carb tuning, clutch wear and thermal issues, the SX-E5 gives young riders a level playing field to learn racing fundamentals: traction, lines, race starts and consistency. By contrast, many beginner petrol bikes lack the performance needed to compete in class, forcing upgrades just to stay relevant – that's one more barrier removed with the SX-E5.

In Europe, we're already seeing youth riders enter electric classes with bikes like the E5 or E8 alongside petrol machines. They are proving the concept that electric power can coexist, or even edge ahead, in junior racing. Here in Australia, adoption will depend on local class rules and grassroots support, but the SX-E5 is positioned well to become a go-to for families wanting to embrace racing dirtbikes for their kid without breaking the bank.

WHAT'S IN IT?

The RFN Warrior SX-E5 is powered by a 48V 25Ah lithium-ion battery (1200Wh) feeding a 5kW (7hp) peak output motor that produces around 145Nm of torque. The bike reaches a top speed of 60km/h and offers a

range of up to 40km at a steady 35km/h, with a 2.5-hour fast charge and a swappable battery design for quick turnaround between rides.

Built on a steel frame with 12-inch front and 10-inch rear Kenda off-road tyres, the SX-E5 uses 205mm of front fork travel and 180mm of rear shock travel from it's own in-house suspension. Braking is handled by hydraulic discs front and rear, again, in-house, and riders can switch between three control modes (Eco, Mid and Sport) to suit their ability.

Weighing just 47kg with a seat height adjustable between 615-665mm, the SX-E5 is lightweight and adaptable. The sine-wave controller,

205mm fork and 180mm shock travel

RFN
WARRIOR YOUTH SX-E5
Weighs only 47kg in total

> ***They are proving the concept that electric power can coexist, or even edge ahead, in junior racing***

Adjustable seat height from 615–665mm

WARRIOR YOUTH SX-E5
RFN
Makes a claimed 5kW (7hp) and 145Nm

RFN SX-E5

SPECIFICATIONS

MOTOR: 5kW peak output (7hp), 145Nm
BATTERY: 48V / 25Ah lithium-ion (1200Wh), swappable
TOP SPEED: 60km/h
RANGE: Up to 40km at 35km/h
CHARGE TIME: 2.5 hours (fast charge)
RIDE MODES: Eco / Mid / Sport
SUSPENSION TRAVEL: 205mm front, 180mm rear
BRAKES: Hydraulic discs front & rear
TYRES: 12" front / 10" rear Kenda off-road
SEAT HEIGHT: Adjustable 615-665mm
WEIGHT: 47kg
CONTROLLER: Sine wave with advanced motor algorithms
FRAME: Steel construction with digital battery indicator
BRAKES: Hydraulic
RRP: $4,990

digital battery indicator and simple plug-and-ride setup make it a low-maintenance, high-tech option for young racers entering the 50cc class.

HOW DOES IT GO?

Eight-year-old Nixon and 10-year-old Tate were our test pilots for the RFN SX-E5, the latest electric contender in the 50cc class. Both riders have solid petrol backgrounds – Nixon rides a Yamaha TTR110, while Tate's familiar with the high-strung Cobra 50 – making them the perfect pair to compare the RFN SX-E5 with a similar powered petrol bike.

From the get-go, both boys were impressed with how easy the SX-E5 was to handle. Nixon described the front-end as "definitely soft and easy to turn into corners," noting how much more compliant the suspension felt compared to his TTR110. "It's definitely better than the 110," he added, which says a lot considering how forgiving those trailbikes already are. Tate agreed, saying "it turned really good, and the suspension was pretty soft… it felt pretty good over bumps." The key word for both testers was "soft"… but not in a bad way. The suspension soaked up everything they threw at it without bottoming or bouncing back harshly, giving them confidence to push harder.

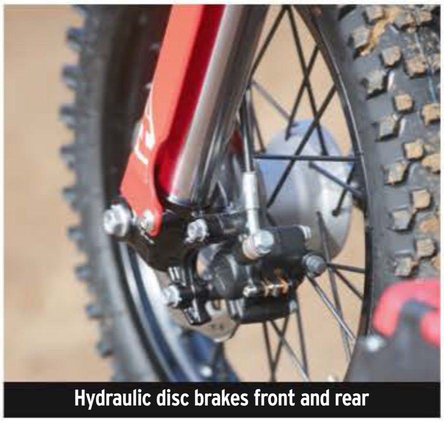
When it came to fit, both riders noticed how compact and lightweight the SX-E5 felt. Tate admitted he's a bit big for the bike at 10 years old, but even so, it "still handled me a bit," though he reckoned his weight might have slightly dulled the acceleration. Nixon, being smaller, found the dimensions spot-on. He could easily get both feet on the ground, and said the bike felt "really nice" and narrow between the legs – nimbler than any petrol minibike he'd ridden before. That slim profile and low seat made it easy for both riders to balance through tight corners or dab a foot when needed.

Then came the power test – and this is where the SX-E5 started to flex. Nixon experimented with the bike's adjustable ride modes and described the power as "pretty good," while Tate was quick to point out how immediate the throttle felt. "The power was just straight on," he said, impressed by how quick the bike responded off the line. Compared to his Cobra 50, Tate explained that the SX-E5 "came on earlier" – delivering instant torque at corner exits – whereas the petrol two-stroke needed revs to hit its

Three ride modes: Eco, Mid and Sport

Steel frame built for off-road use

Range up to 40km



Hydraulic disc brakes front and rear

powerband. Once the Cobra was on the pipe, it would eventually carry more speed down the straights, but off the mark and out of corners, the electric easily had the advantage.

As the laps piled on, both riders grew more comfortable, taking turns exploring the bike's power settings and pushing harder. Nixon liked how smooth the throttle delivery was, and neither tester complained about arm pump or fatigue – something that's common on small two-stroke petrol bikes when the powerband hits hard. The silence of the motor also seemed to help them focus on their lines rather than the noise, creating a calmer environment for learning.

By the end of the day, both Nixon and Tate agreed the RFN SX-E5 was a standout little bike – fun, confidence-inspiring and easy to ride fast. It turned sharply, the suspension worked well for their size, and the electric motor delivered a punchy, instant feel that made corner exits exciting. For families looking to step into racing without the tuning hassles of a petrol 50, the SX-E5 offers an approachable, capable and genuinely exciting way to go racing.

IS IT COMPETITIVE?

The RFN SX-E5 proves that electric minibikes have well and truly arrived. It's not just a novelty or a training tool – it's a legitimate race-ready option for kids stepping into the 50cc class. Nixon and Tate showed that even young riders with limited e-bike experience can jump on and feel comfortable within minutes, thanks to the bike's smooth, instant throttle response and forgiving suspension.

The big question is, what will the future look and sound like with these bikes really starting to grow on young riders? We remember growing up with the sound of a two-stroke ringing in our helmets as we went to sleep, that unmistakable smell and the hours and hours spent sitting in the shed watching dad fix something we just broke. The thought of losing that is a little disheartening but it won't be lost entirely. There will always be a place for combustion engines even if government regulation forces us from our oily steeds. So it's good to know there are other options that still offer dirtbike fun but without the government watching over our shoulder.

In a class dominated by small-displacement two-strokes, the RFN SX-E5 is a breath of fresh air – fast, simple and surprisingly affordable for what it offers. For parents looking to get their kids started in racing, this is the future made fun-sized.

When it came to fit, both riders noticed how compact and lightweight the SX-E5 felt

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

WORDS // **MITCH LEES** PHOTOS // **JOSH EVANS**

The Italian Unicorn

A RARE MIX OF ITALIAN FLAIR AND YAMAHA DNA, IS OUR SMALL MARKET TOO SMALL FOR THE FANTIC XE 300 TO BECOME A MAINSTAY?

There's something exotic about the Fantic XE 300 – a bike that feels half-factory special, half secret project, all wrapped in Italian flair. In Europe, Fantic is a rising star in enduro racing, and its XE line now features on EnduroGP rosters and elite hard enduro circuits. Yet here in Australia, seeing one on the trails still turns heads – largely because the brand's local presence remains niche and the distributor is small, meaning Fantic has never quite broken into the mainstream.

Despite its limited footprint Down Under, the XE 300 carries serious credentials. Its 293cc (or 292.9cc) two-stroke heart is fuel- and oil-injected, compliant with Euro5 regulations, paired with electric start, a hydraulic clutch, and advanced electronics including multiple engine maps and traction control. It's not a glorified toy – it's a purpose-built machine aimed at riders who demand performance, finesse and uniqueness.

In Europe, the XE 300 is already making noise in the Enduro World Championship paddocks, entering a space most would argue belongs to the 'big four'. That makes its appearance in Australian dirtbike circles all the more intriguing – will it remain a boutique curiosity, or could it become a sleeper hit among serious enduro and adventure riders here?

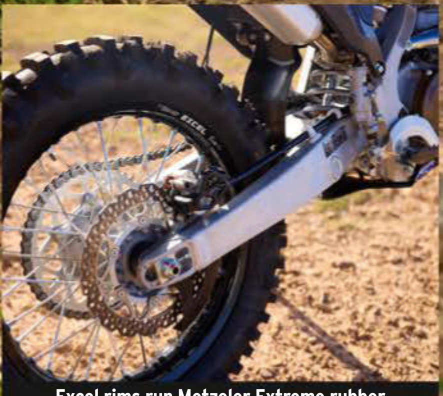
DOES IT CUT IT?

Fantic's XE 300 arrived at our test carrying more questions than any bike we've tested. We took it along to an organised trailride and boy did it turn some heads. It's probably the most unknown but also most eagerly anticipated bike we've tested. Fresh into the Australian market (albeit through a small-scale distributor), the XE 300 draws scrutiny simply by showing up on an organised trailride. In Europe, Fantic has pushed this model into EnduroGP programs; here, its presence is still that of a boutique import. Will it ever become a mainstream option in Oz? Probably not, given the limited dealer network and low volume. But that makes every ride on one feel a little special.

What makes the XE 300 exotic is how it swings off Yamaha heritage while staking its own claim. Fantic long ago cast a deal with Yamaha to use YZ-derived platforms, and the XE 300 leans into that DNA – but only in certain areas. The frame, suspension and brakes carry the YZ lineage; nearly everything else – from the engine, plastics, exhaust, electronics, to airbox – is Fantic's own work. In effect, you're riding a

Built in collaboration with Yamaha platform

KYB 48mm fork with 300mm travel


Excel rims run Metzeler Extreme rubber

Fantic XE 300

ENGINE

TYPE: Single-cylinder, two-stroke with reed valve intake and electronically controlled exhaust valve
DISPLACEMENT: 292.9cc
BORE X STROKE: 72.0mm x 72.0mm
COOLING: Liquid
COMPRESSION RATIO: 11.5:1
FUEL METERING: Indirect injection with double injectors
TANK CAPACITY: 9L
TRANSMISSION: 5-speed
CLUTCH: Wet multi-disc with hydraulic control (STM actuator, Brembo pump)

DIMENSIONS

WHEELBASE: 1485mm
SEAT HEIGHT: 970mm
GROUND CLEARANCE: N/A
DRY WEIGHT: 107kg

SUSPENSION

FRONT: KYB 48 mm fully adjustable fork, 300mm travel
REAR: KYB fully adjustable monoshock, 315mm travel

BRAKES

FRONT: Hydraulic disc, 270mm
REAR: Hydraulic disc, 240mm

RUNNING GEAR

HANDLEBAR: N/A
FRONT TYRE: Metzeler Extreme 90/90-21
REAR TYRE: Metzeler Extreme 140/80-18

PRICE & CONTACTS

RRP: $18,495 + ORC
BROWSER: gasoline.com.au
WARRANTY: N/A

A 9.0-litre fuel tank for longer loops

Dual-map handlebar switch standard fitment

hybrid: part Yamaha, part full Italian design.

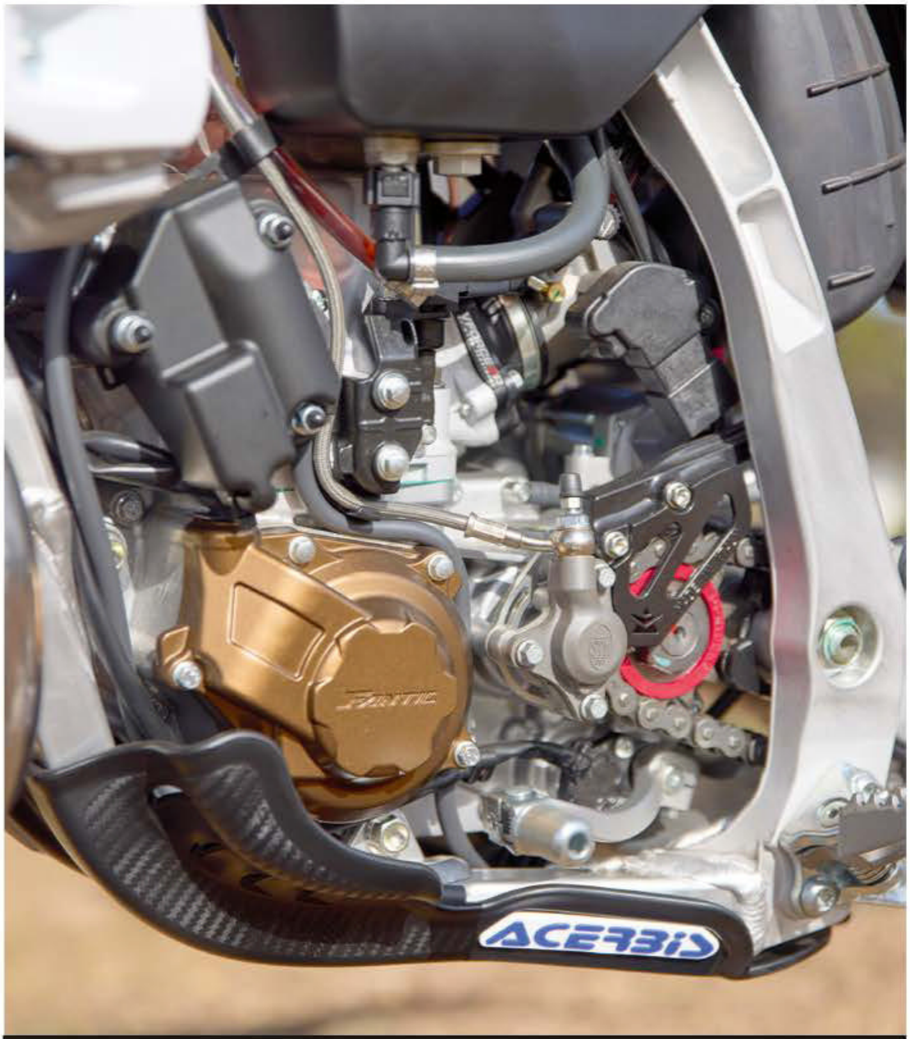
Power comes from a Motori Minarelli engine: a liquid-cooled, single-cylinder two-stroke with reed-valve intake and an electronically controlled exhaust valve (ECV). Displacement is 292.9cc (bore and stroke: 72.0 × 72.0 mm). Fueling is handled via indirect EFI with dual injectors. There's electric start, and a hydraulic clutch controlled via an STM actuator tied to a Brembo master cylinder. Gearbox? It's a five-speed, not six, because the crankcases are based on the YZ250 architecture. That might be a drawback for some.

Weight is claimed at 107kg (wet with fluids), seat height is 970mm, and the frame geometry shows a wheelbase of 1485mm, rake of 27.7°, and trail of 122mm. Brakes are 270mm front and 240mm rear, suspension is via KYB: 48mm fork with 300mm travel and a rear shock offering 315mm.

On our organised trail ride, the XE 300 feels surprisingly familiar. That aluminium semi double-cradle frame and progressive-link swingarm give it planted, predictable manners – not overly aggressive, not vague. In open, flowing sections it feels confident and composed. But the engine's bottom-end proved a bit of a double-edged sword: off-idle grunt is modest. You'll need to ride it – clutch it, body-shift, coax it forward until it gets going. It doesn't hesitate once rolling into the mid-range or top-end, where it really wakes up, and the twin injector system delivers sharp throttle response when you're keeping revs high.

Switching maps via the dual-mode 'bar switch helped mask some of the bottom-end lull. The 'hard' map sharpened response and gave the bike a livelier feel; I found myself leaving it there more on the 'soft' map, which offered more control but felt a touch reserved. The suspension impressed:

The XE 300 may remain a unicorn here – admired from afar, rarely seen in the wild



Fuel-injected 293cc two-stroke engine

the fork and shock attacked the terrain without getting overwhelmed. The setup is firm – better suited when you carry momentum – but it absorbs rock edges, drops and rough singletrack better than many would expect for a first-run model.

That said, the XE 300 isn't flawless. It vibrates more than any other 300cc two-stroke we've tested (likely because it lacks a counter-balancer). Over rough terrain, it becomes noticeable, particularly through the grips and 'pegs. And in tighter, technical terrain where you crawl, power off the throttle is down – the lack of low-end throttle punch and the five-speed limitation make you feel its design constraints. The brakes are solid and reliable, but in ultra-slow sections you miss the extra spread of gears a sixth gear might offer.

WE WANT MORE

For all its quirks, the Fantic XE 300 is an exciting machine – a proper injection of Italian flair into a segment that's mostly dominated by the usual suspects. It's proof that there's still room for creativity in the 300 two-stroke game, and that the Italians aren't afraid to blend Yamaha DNA with their own engineering philosophy to make something genuinely different. It looks the part, feels sharp on the trail, and shows that Fantic's EnduroGP ambitions aren't just marketing noise.

But, we're not sure Australia's dirtbike market is big enough to support every new player that wants a seat at the table. Between the established European heavyweights in the 300cc two-stroke space there's only so much room left in the shed. With a small distributor network and limited dealer support, the XE 300 may remain a unicorn here – admired from afar, rarely seen in the wild.

It's a bit of a shame, really. The bike has the pedigree and performance to shake things up, but geography and population make it tough for niche brands to gain traction.

Unicorn spotted!

Maybe we're just a little unlucky – stuck watching Europe enjoy the full spread of enduro exotica while we get the occasional taste. Still, the fact that a bike like the Fantic XE 300 even made it to our shores is something worth celebrating.

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

WORDS // **MITCH LEES AND JEFF BRIGGS**
PHOTOS // **MITCH LEES**

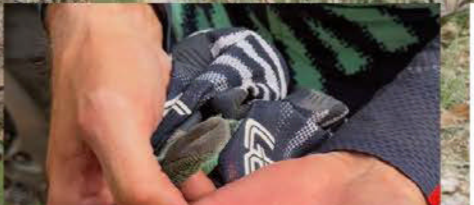
Fuel light came on at 117km

9 litres got over 117km!

Speedo reset for fuel testing

RACE PEDIGREE MEETS TRAIL

BUILT FOR THE RACE TRACK BUT TESTED ON THE TRAILS, WE PUT TRIUMPH'S TF 250-E AND 450-E THROUGH A FULL DAY TRAILRIDE



No blisters for Mitch's ctrl-alt-dlt hands

We love to talk about racing – whether it's motocross, supercross, enduro or hard enduro – but at the end of the day here in Australia the majority of bikes sold aren't headed straight for the start gate. Most Aussie riders are trail-riding: clearing fire-trails, bush loops, lunch rides and big days out in the scrub. That shift matters, because while the hardcore testing rigour we've focused on has been about engine power, suspension travel and lap times in the controlled loop, that doesn't always translate to the kind of all-day trails where the terrain, seat comfort, fuel range and ease of use matter just as much.

So when the opportunity came up to compare the Triumph TF 250-E

100 PER CENT

While these bikes rip in the bush, the TF 250-E has had an incredible year in the race scene. Here's the Triumph TF 250-E debut season dominance:

EnduroGP World Championship

- 15 podiums in the Enduro1 class across 7 rounds
- 3rd, 4th & 5th overall in Enduro1 (Lesiardo, McCanney, Persson)
- 7th & 8th overall in EnduroGP (Persson & Lesiardo)
- 4x Top-10 finishes at the opening round in Portugal
- 1x Class win & EnduroGP podium for Lesiardo in Italy – Triumph's first

ISDE (International Six Days Enduro)

- 1st place: Team Italy (Morgan Lesiardo)
- 2nd place: Team Sweden (Mikael Persson) – Sweden's first podium in 17 years
- 0 mechanical DNFs – every TF 250-E finished all 6 days

National Championships

- 2 British titles for Jamie McCanney (Enduro & Sprint)
- 2nd overall in British Enduro Championship (Mikael Persson)
- 1st in Italian Enduro1 Championship (Morgan Lesiardo)

Extreme & Indoor

- 2nd overall in 2025 FIM SuperEnduro World Championship (Jonny Walker)
- 6th place at ErzbergRodeo – first 4-stroke in the top 10
- 1st overall at AMA EnduroCross Round 1 with the TF 450-E debut (3-1-1 motos)

In total:

- 9 podium-finishing riders across world, indoor & national series
- 5 championship titles in one season
- 0 mechanical failures reported
- 100% finish rate at world level

Skid plate comes standard and does a good job

Side stand has decent foot so it doesn't sink

and the Triumph TF 450-E in proper trail-riding mode, Jeff Briggs and I jumped on it. We left behind the stopwatch and the test-bench and instead loaded up two bikes, packed spare fuel and lunch, and aimed to ride from Mandalong to Wollombi Tavern for lunch and back – the kind of ride where range, ergonomics, ease of use, hand-fatigue, gearing and comfort count just as much as peak horsepower.

Our test wasn't about seeing which bike went fastest or clipped the best laptime in the lab – it was about asking which of these two machines is better suited to a full day in the bush. Can the 250-E stretch out, stay cool, keep you comfortable and still get out of trouble if the track gets gnarly? Does the 450-E carry the extra punch without shouting "race-bike" all day, or does it become tiring? How do the handguards hold up, do the buttons on the handlebar feel superfluous or genuinely useful, and is the seat something you're still happy to be in after five hours? We set the stopwatch

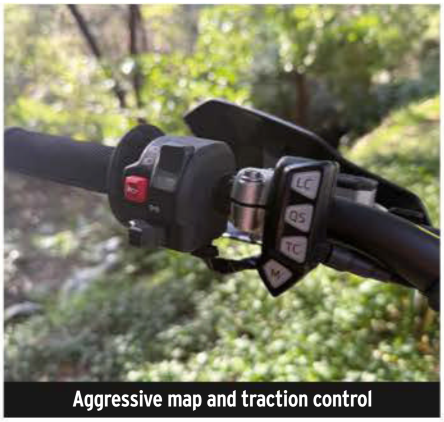
Would we make it to lunch and back without regretting our choices?

aside, opened the throttle, and the real question was: would we make it to lunch and back without running out of fuel, overheating or regretting our choices? Let's find out!

HOW'D THEY STACK UP?

We clocked just under 130km all up, but the real story was that both bikes made it 117km before the fuel light came on – not bad at all for a pair of high-performance four-strokes. The 450-E drank a little more, as expected, but we also gave it more of a flogging. The 250-E sipped fuel and probably could've stretched to 130-140km if we'd kept things mellow. That's solid range for a trail ride, especially when you consider how often we stopped to muck around on loops and climbs.

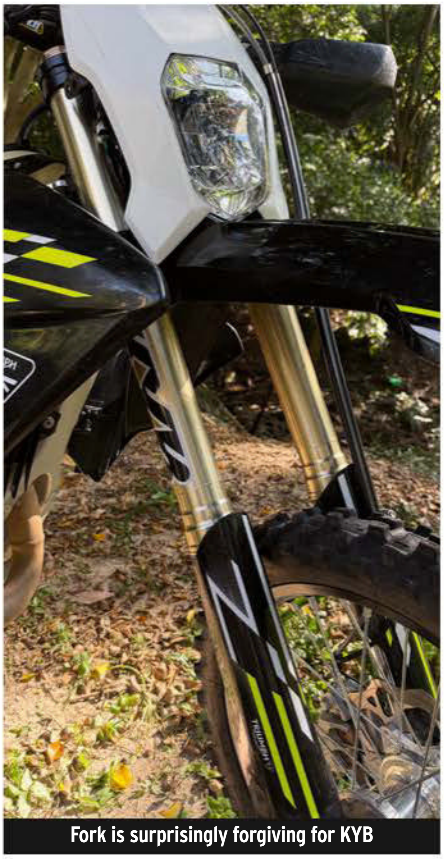
Both bikes sat happily at 90-100km/h on the tar sections, which is something most motocross-based bikes hate. Both machines have a six-speed gearbox and the ratios are well-spaced. The 250 pulled cleanly and never felt frantic. The 450-E, with its broader torque curve, cruised along at trailpace so well! We never once found ourselves hunting for an extra gear or clutching to keep the revs alive.



Aggressive map and traction control

The boys found the seat comfy all day

Both engines are excellent for trailriding



Fork is surprisingly forgiving for KYB

CONTROLS & ERGONOMICS

From the cockpit, everything felt well laid out for trail riding. The 'bar position was spot-on – upright and natural when standing, but relaxed when sitting. The speedo is easy to read at a glance, even on the road, and the switchgear is solid.

The only small annoyance was the starter button, which sits a bit flush with the housing. You've got to give it a deliberate push, and when you're wearing gloves or in a hurry, it's not as intuitive as we'd like.

Then there's the button cluster on the left 'bar – traction control, launch control, quickshifter and mapping. For racing, sure, it's nice to have. For trail riding? You'll use one map and forget the rest. We ran both bikes in the aggressive map with traction control on, and that setup worked perfectly. There's a small difference between maps, but both remain smooth and manageable. Even the 450 isn't intimidating; it's surprisingly mellow when you want it to be.

Both inspire confidence – predictable, stable and easy to trust

Hanguards are standard and give good coverage

Grips are soft and comfortable

Thermo fan kicked in more on the 450 than the 250

COMFORT & CONTACT POINTS

You spend a lot of time in the saddle on a trail ride, and the seat on both bikes was a standout. Soft, grippy and genuinely comfortable.

The grips also deserve praise. They're soft, absorb vibration well and don't tear your hands to bits. We both finished the day without blisters – even though we'd been riding hard.

Even little things impressed us: the fuel cap is simple and easy to remove – none of those silly press-button caps that jam or leak. The side stand has a big foot, doesn't sink into soft dirt and flicks up easily. It leans at a sensible angle too – no balancing acts required when you pull up for a chat.

COOLING & RELIABILITY

We expected some heat on a 27-degree day crawling through slow, rocky trails, but both bikes held their own. The 450's thermo fan kicked in fairly often in the tight, snotty stuff, but the bike never overheated or felt hot. The 250 ran cooler overall, but the important part is both kept their composure. Having a thermo fan fitted from the factory is a huge win.

ENGINES & POWER DELIVERY

The highlight of both bikes is engine character. They're smooth, linear and almost impossible to stall. We tried. You can crawl along at walking pace in second gear and roll on the throttle without a single cough or flame-out. For trail riding, that's gold.

The 450-E is one of the most user-friendly big-bores we've ridden. It's got plenty of grunt, but it doesn't bark or surge – it just pulls cleanly and predictably. You can lug it through tight trees all day and never feel like it's about to get away from you.

The 250-E feels like a 350 in the way it makes torque – meaty through the mid-range and tractable. Triumph's longer gearing helps too; it doesn't rev out quickly like some 250Fs. Instead, it keeps building and pulling, giving it a broader spread of usable power.

SUSPENSION & HANDLING

Before this ride, all our testing had been in controlled environments –

Triumph TF 250-E

ENGINE

TYPE: Single-cylinder, four-stroke DOHC
CAPACITY: 249.9 cc
BORE & STROKE: 78mm x 52.3mm
COOLING: Liquid cooled
COMPRESSION RATIO: 14.4:1
FUEL SYSTEM: Dell'Orto EFI, 44mm throttle body with cable throttle
TANK CAPACITY: 8.3 Litres
TRANSMISSION: Six-speed
CLUTCH: Steel integrated basket, wet multi-disc, hydraulic actuation

DIMENSIONS

SEAT HEIGHT: 955 mm
WHEELBASE: 1488 mm
GROUND CLEARANCE: Not stated
WET WEIGHT: 114.2 kg

SUSPENSION

FRONT SUSPENSION: KYB 48mm coil spring fork, compression/rebound adjustment, 300mm travel
REAR SUSPENSION: KYB coil, compression adjustment (high and low speed), rebound adjustment, 313mm travel

BRAKES

FRONT BRAKES: Single Ø260 mm Galfer disc, Brembo, 2xØ24 pistons, floating caliper
REAR BRAKES: Single Ø220 mm Galfer disc, Brembo, 1xØ26 piston, floating caliper

RUNNING GEAR

FRAME: Aluminium spine & double cradle
HANDLEBAR: Pro Taper Evo
FRONT TYRE: 90/90-21
REAR TYRE: 140/80

PRICE & CONTACTS

RRP: $17,590 Ride Away
BROWSER: triumphmotorcycles.com.au
WARRANTY: 6 months

TRIUMPH TF 450-E

ENGINE

TYPE: Single cylinder, SOHC, four stroke
DISPLACEMENT: 449.9cc
BORE & STROKE: 95mm x 63.4mm
COOLING: Liquid cooled
COMPRESSION RATIO: 12.8:1
FUEL METERING: Dell'Orto EFI, 44mm throttle body with cable throttle
TANK CAPACITY: 8.3 Litres
TRANSMISSION: Six-speed
CLUTCH: Steel integrated basket, wet multi-disc, hydraulic actuation

DIMENSIONS

SEAT HEIGHT: 955mm
WHEELBASE: 1488mm
GROUND CLEARANCE: Not stated
WET WEIGHT: 116.7kg

SUSPENSION

FRONT SUSPENSION: KYB 48mm coil spring fork, compression/rebound adjustment, 300mm travel
REAR SUSPENSION: KYB coil, compression adjustment (high and low speed), rebound adjustment, 313mm travel

BRAKES

FRONT BRAKES: Single Ø260 mm Galfer disc, Brembo, 2xØ24 pistons, floating caliper
REAR BRAKES: Single Ø220 mm Galfer disc, Brembo, 1xØ26 piston, floating caliper

RUNNING GEAR

FRAME: Aluminium spine & double cradle
HANDLEBAR: Pro Taper Evo
FRONT TYRE: 90/90-21
REAR TYRE: 140/80-18

PRICE & CONTACTS

RRP: $18,990 ride away
BROWSER: www.triumphmotorcycles.com.au
WARRANTY: 6 months

moto tracks, test loops and enduro courses – so we weren't sure how the KYB suspension would feel in the real world. A lot of riders reckon KYB can be firm out of the box. On the trails, though, both bikes were impressive.

The 450-E felt firmer overall, which heavier or faster riders will appreciate, while the 250-E sat a little softer in the front. I'd personally push the fork legs up a few millimetres to sharpen the steering a bit, but that's splitting hairs. Both ends soaked up chop, roots and rocks nicely while still holding up on bigger hits and erosion mounds.

We bottomed a few times when we got over-excited, but never harshly. The shock tracked straight, never bucked and felt composed. The chassis geometry is spot-on – light, balanced and nimble. Through singletrack, both bikes carved clean lines. The 250-E reminded us of the Sherco 300 SEF with how easily it flicked through trees, while the 450-E was surprisingly agile.

They both inspire confidence – predictable, stable and easy to trust. Nothing twitchy, nothing nervous. Just solid, dependable handling that lets you relax and enjoy the ride.

PROTECTION & TRAIL-READINESS

Trail riders will be happy to know both bikes come with motocrss-style handguards and a skid plate from the factory. It sounds minor, but plenty of brands still leave those out. We smashed through vines, bounced off rocks and didn't bend a single lever. The handguards are scuffed to hell now, but they did their job. The skid plate is a neat plastic design – light and effective without trapping mud.

Tyres were the only part we'd consider changing. The stock Michelins were fine – better than expected, actually – but like most OEM tyres, they're a compromise. They'll do the job until they're worn out, then you can swap to whatever rubber suits your terrain.

THE VERDICT

After a full day of trail riding, we both walked away impressed. The TF 250-E and TF 450-E are genuinely enjoyable trail bikes straight out of the crate – smooth, quiet, cool-running, comfortable and easy to ride. There's nothing about them that feels out of place in Aussie bush conditions.

If you're a lighter or newer rider, the 250-E is probably the pick – it's strong, forgiving and feels lighter through tight trees. If you're heavier or want more torque, the 450-E gives you grunt without attitude.

Either way, Triumph's first crack at proper dirt bikes aren't just race-worthy – they're trail-ready. And that's what most of us need.

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

BACK-TO-BACK GLORY

Australia went back-to-back at the 2025 Motocross of Nations, fuelled by raw passion and grit, and Kyle Webster's comeback charges from dead last

Australia had the 2nd largest roar from the crowd

From the moment the gates dropped at Ironman Raceway, the 2025 FIM Motocross of Nations (MXoN) felt less like an international event and more like an Australian showcase. The defending champions returned to the USA not just to compete, but to assert their supremacy, and that's exactly what they did. With scorching heat and literal comebacks written into the results, this version of MXoN will be remembered as the one where Australia hammered home a statement: we're the best and we're not going anywhere.

Australia's performance was nothing short of breathtaking. Jett Lawrence, Hunter Lawrence and Kyle

WORDS // **MITCH LEES** PHOTOS // **HONDA**

SCAN TO LISTEN TO THE PODCAST

Webster passed more riders than anyone

The boys were swamped at the parade

Webster came in as a three-headed juggernaut, riding with incredible speed. Hunter was the engine of the team – posting two moto wins and carrying pressure like it was part of his DNA. Jett, too, was flawless in the opening moto, stamping his mark early and holding it against the world-class field. Their dominance was total – and deliberate.

Yet perhaps the most compelling story came from Kyle Webster, whose rides were the definition of heart. Twice early in the event, Webster was on the ground in turn one, coming out of the gate with damaged parts and a mountain of lost ground. But he remounted, clawing back from dead last to top 15 finishes… piloting a 250F! Few expected that kind of fight but we did, and Kyle gave it anyway.

It's like being with any other Aussies – they're cruisy, laid-back, and easy to be around

Back-to-back wins are rare in MXoN history – Australia's clean sweep in 2024 already etched them into the record books. But defending the crown is a different beast altogether. In 2025, they didn't just defend – they redefined what dominance looks like in team motocross. And to get a real window into what it took to claw those laps back, we sat down with Kyle Webster for an exclusive – his account of what it took to rise from wrecked starts to a winning score.

ADB: How long were you in the US riding the Honda CRF250R before lining up on Friday for practice?

Kyle Webster: I went straight from QMP to do the last three nationals over there, so we were there for about three or four weeks at that point. Pretty much the day after, I flew from Budds Creek straight to "the Dog Pound" and got stuck in. I spent a week there right after the last round riding the 250 and doing some bits and pieces.

Then I came home to Australia for about 10 days. I got cortisone in my hand to get me through the last part of the year, and I wanted to check in on Jayden and make sure she was doing okay because she was here solo, pregnant. So, I was home for a short period, then went straight back and got stuck in, flat out on that thing.

ADB: So, were you riding every day on the 250 before MXoN?

Kyle Webster: Not every day – three to four days a week. It's so hot over there that you don't really recover that well. You've got to plan your riding a bit more carefully than you can here sometimes. I was probably doing three to four days a week and just trying to make the most of those sessions.

ADB: What was it like stepping down to a 250 from a 450?

Kyle Webster: I think it was easier to get used to it this year than last year. Last year, my hand was still pretty bad, so I didn't get to ride much. This year was much easier. I kind of just got on it and was able to jump into motos straight away, which helped build bike time and adapt to it that way – putting in long motos instead of doing short rides and pulling up sore.

It didn't take me long to get used to it, which was cool. It was more about getting comfortable, figuring out what the bike does, and then building speed from there.

ADB: We heard it was pretty close to the bike Chance Hymas was riding. Was it anywhere near his setup?

Kyle Webster: It was Chance's bike.

ADB: What's your relationship with Jett and Hunter like?

Kyle Webster: Everywhere they go, everyone wants to talk to them, wants something from them, wants their attention. So it is tough. But I think when they're at the track riding, it's all business – you're there to do work. Afterwards though, it's all good. It's like being with any other Aussies – they're cruisy, laid-back and easy to be around. That makes the whole experience of being in another country for so long a lot easier. They're really good blokes to hang out with.

ADB: Let's talk about the race then. Time practice was impressive. You went fifth fastest, and then in the qualifying race on Saturday, you ended up fifth again.

Kyle Webster: Yeah, they were good sessions. In timed practice, you get 40 minutes, which feels like a lifetime, and I had to ride both the spare bike and the race bike. Honestly, it was really nice because it gave me so much time to learn the track and just build into it. I did a lap that felt decent, and when I came around, the board showed P3 – I was like, oh, that's cool. I eventually got bumped back to fifth, which was still solid considering the level of riders out there. It gave me a good indication for the qualifying race – if I got a good start, I knew where I could roughly be.

In the qualifying race, I didn't even get the best start. I was in the mix, made some passes early, and held that gap to Fernandez for what felt like the

Hunter Lawrence sweeps both motos in MXGP/Open

Webster being interviewed before Moto 1

Webster crashed twice in both his motos

Webster got to use Chance Hymas' bike

whole race. It was frustrating not to close it, but having that carrot in front to chase was motivating.

ADB: Fifth is seriously impressive; everyone ahead of you has either won a world title or an AMA title on a 250.

Kyle Webster: Yeah, it was good. I'd been on the 450 all year, so jumping down to a 250 and racing guys that fast isn't something you get to do often. It's hard to gauge your pace and push yourself against that kind of competition. But yeah, that result set the tone for the weekend, for sure.

That's why I keep saying our program here in Australia is really solid. It prepares us well for speed and intensity overseas. When I went to the American Nationals before Nations, the first round was brutally hot – coming straight from a Melbourne winter was tough. But after that, I settled in, ran solid top 10s, and battled with some good guys. It showed that our speed over here isn't too bad. To go to MXoN and line up fifth against those riders was really cool – it proved that the European standard isn't out of reach.

ADB: I can only imagine the reaction in the US, French, Belgian and Dutch trucks after qualifying – seeing you sitting right there in fifth must've rattled them.

Kyle Webster: Yeah, I'd say so! Knowing that Jett and Hunter were likely going to go 1-2 in their class probably made it worse for them. You could tell it deflated a few teams. It would've been an interesting conversation in those trucks after qualifying, that's for sure.

ADB: After qualifying, Jett pulled that insane line through the corner before the Skyshot and rhythm lane – did you guys talk about that as a team, trading line ideas?

Kyle Webster: Yeah, that turn over the corner jump – he and Hunter were doing it so clean. We'd done it during the National there a few weeks earlier, but this weekend the downside was ridiculously slippery. I probably could've picked up half a second to a second there, but by the races, there was a good line just outside it, so I stuck with that.

When you're 48th off the start, you're in no position to take those kinds of risks anyway!

ADB: Off the line and into the first corner, you didn't look in a bad spot. Then, 15 seconds later, you were just… gone. What happened?

Kyle Webster: Yeah, that one hurt – especially with first gate pick. Hunter and I had spoken before the start, and he said the trend for the 250s was to go inside, which I agreed with. I lined up where I thought was best, and sure enough, Kenny [Roczen] and [Tim] Gajser lined up on either side of me. I looked back at Jett, who had 21st gate pick, and we were both just laughing about it. But honestly, that wasn't even the problem – those guys were already halfway down the straight before anything happened.

Coming into the first turn, I was fine, and then someone's footpeg got

BY THE NUMBERS:

- **2** Consecutive MXoN titles for Australia (2024 and 2025)
- **3** Moto wins between Jett and Hunter Lawrence across MXGP, MX2 and Open classes
- **13** Kyle Webster's finishing position in his final moto after recovering from a first-turn crash
- **1** First time Ironman Raceway hosted the Motocross of Nations
- **78** The 78th running of the Motocross of Nations
- **5** Nations within striking distance on points before the final moto
- **20+** Positions gained by Kyle Webster in his first moto charge
- **100,000+** Estimated crowd at Ironman Raceway across the weekend
- **15** Point margin separating Australia from second place
- **9** Different nations represented inside the top 20 overall individual results

Coming into the first turn, I was fine, and then someone's footpeg got caught in my front wheel and dragged me down with them

caught in my front wheel and dragged me down with them. I think it was Fernandez. As it was happening, I just thought, please, no, but down I went. After that, it's one of those moments where you just have to switch off the frustration and get stuck in again.

ADB: It looked odd, like you'd washed the front where there was no reason to. Was that the footpeg grabbing the spokes?

Kyle Webster: Yeah, exactly. Broke quite a few spokes, actually.

ADB: Wait, you still raced that moto with broken spokes?

Kyle Webster: Yeah – I didn't even know at the time. We only worked it out afterwards.

ADB: Unreal. Was the front wheel still intact or shaped like a 50c piece?

Kyle Webster: Nah, it held up fine, thankfully. Handled it better than I thought it would.

ADB: Do you reckon they lined up next to each other because they were starting to panic after seeing your qualifying result?

Kyle Webster: Yeah, I reckon so! That's proof right there – they definitely shut me down. The next race we swapped positions; Hunter went first and I went second. It worked perfectly because no one wanted to start next to him, which left a couple of good gates open up the inside.

It was strange though – the teams basically sacrificed their first 250 moto because they knew that class was stacked with MXGP guys. The start was super even too. It wasn't like a typical European start where gate one is dominant – gate 10 to 25 were all solid picks. It just shows how competitive and unpredictable it was.

ADB: Did you start to panic?

Kyle Webster: Nah, I kind of just got up and thought, well, this sucks. But when that sort of thing happens, you don't really think about anything except going as hard as you can for the whole race. You're not getting passed – you're the one doing the passing. Early on, I was so far back it took me a while to even catch the next group, but once I started ticking riders off and passing a couple of the faster 250 guys, I realised it was actually going pretty well.

From then on, it was just tunnel vision – go as fast as I can until the finish. I think with two laps to go I finally took a couple of deep breaths, but for the most part, I felt locked in.

ADB: Was it difficult to pass around that track? You definitely passed more riders than anyone.

Kyle Webster: Some of the 250 guys weren't too bad to pass because we had similar power. Coming from behind, you start seeing all these different lines that you wouldn't notice otherwise, so it actually gave me some options. The 450 guys were tougher. I had a really long battle with a Yamaha rider around 15th or 16th – every time I passed him, he'd blast back past me down the straight. That nearly took the wind out of me a bit, but I just kept at it.

ADB: Knowing you had to go straight into another moto with barely any rest, did you ever think about saving energy?

Kyle Webster: Nah, I just went for it. You never know – 15th could've been my best result, so I wanted to get as far up as possible and deal with the pain afterwards. It's that Aussie mentality

LARS LINDSTROM – TEAM MANAGER

ADB: Lars, you've got to be proud of the boys. You've got to be rooting for both Australia and the USA, right?

Lars Lindstrom: Yeah, a little bit. Personally, I've got a strong connection with the Australian team. When I worked with Chad Reed for those five years, I was part of that first podium we got in 2011, which was super special – we even won a moto. That's when I met all the guys: Gary Benn, Michael Byrne – who was still racing then – Metcalfe and Moss. I spent time in Australia while working with Chad and built good relationships with so many Aussies.

When we got the Lawrence brothers on the team and went to RedBud in 2022, we tied for third, equalling Australia's best result. Then at Ernée in 2023, we finished second. We didn't necessarily put in a bigger effort – just the same commitment – and it paid off. Before we'd even finished celebrating in France, we were already talking about 2024 in England, figuring out how to finally win one. Guys like Mark Luksich, Byrner, Gary Benn and Peter Doyle were all in, planning on team calls throughout the year.

It all lined up perfectly. Kyle Webster was winning back home, so when the opportunity came to get him on a factory CRF250R, it just made sense. The idea was either him or Jett on a works 250, and it ended up being Kyle. We put in a big effort from American Honda to make it happen, while MA and the team helped with costs and logistics. It was worth it – last year was special, and this year, coming in as favourites, was unreal.

The biggest moment today was Kyle's comeback from two dead-last starts to finish 13th in the second moto – that really sealed it. The Lawrence brothers are on another level. I'm almost numb to how good they are now. Their dominance is easy to take for granted, but it's unreal. We're proud, and that's why we support the Aussie team so much – they do so much for Honda that we feel we should do the same for them.

ADB: Do you think Jett's one of the "greatest of all time" trajectory?

Lars: Honestly, yeah. He's stacking up the numbers and doing things on a bike that we just haven't seen before. And Hunter – he's right there with him. Having both brothers on the same team is massive for us and a big part of why Honda's winning so much

ADB: And Hunter – he came from a tough place with injuries and rebuilding himself.

Lars: Exactly. Hunter came to the team when he was really struggling, but he's worked his way up, now winning Supercross races and competing at the front everywhere. It's been incredible to watch. And Jett... honestly, when I look at the stats, he's probably the greatest Honda rider we've ever had. It's only been a few years, but he's already got 10 championships on a Honda. Jeremy McGrath was here for four years, RC for three, but Jett's breaking records at a ridiculous rate. He's something special – we don't take that for granted.

– just get it done and worry about the rest later.

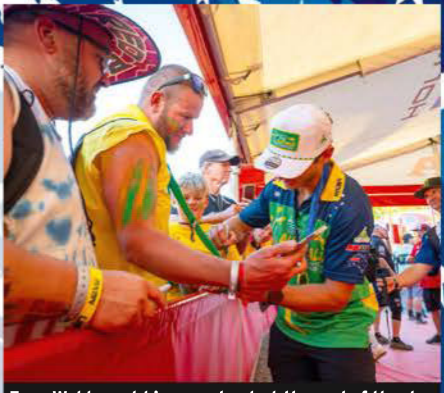
ADB: You had what, an hour between motos?

Kyle Webster: Yeah, not even really. You've got to be back down on the line within an hour, so by the time I got back to the truck and had a drink, they were already saying, "You've got 20 minutes to gear up again."

So I just stripped off, threw on an ice vest, sat in the camper with the air-con blasting, and tried to cool down for as long as I could. It ended up being maybe half an hour total before I was back on the start line.

ADB: Moto 2 – you're back out there with Hunter, no Jett this time, and you crash again in that same first corner. Did you figure, okay, 15th will have to do as long as the boys go 1 or 2?

Kyle Webster: I thought, surely this didn't just happen again. I got up quicker that time, though, and honestly, I think a bit of anger kicked in. I just got stuck in and started charging. I caught the pack a lot faster than in the first race and spent the



Even Webby got his own chant at the end of the day

Honda America supports more imports than locals

Jett crashed in his second Moto but finished 3rd

The Aussie truck got taken over by fans at one point

Hunter, Shimoda and Coenen do battle

The moment Hunter crossed the finish line in Moto 3

Hunter went 1-1 to be Mr MXoN

Webster broke his spokes in his first turn crash

HUNTER LAWRENCE

ADB: Hunter, mate, congratulations! Incredible day and an unreal weekend. You can see the scene here – it's wild.

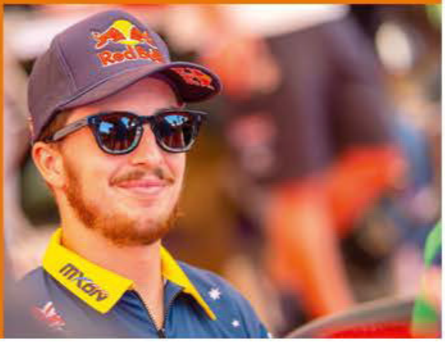
Hunter Lawrence: Pretty wild! This is unbelievable. We've got a bunch of Aussies over here, and a whole lot more back home waiting for us at the AUSX Open in Marvel Stadium. We're so stoked – this is unbelievable. Thank you, Australia. You've always had our back, and we've always got yours.

ADB: Today wasn't without its troubles – you went down while leading, Jett went down, and Kyle had two rough starts but fought his way through. Incredible effort from all you guys. How was the race and the track?

Hunter: Stoked, mate. It doesn't matter how we did it – we did it. No pictures on the scorecard, right? The boys rode their hearts out. We all left everything on the track. I'm just blessed and thankful to our unreal team and everyone who made this happen. There's not much else to say – stoked.

ADB: How does this compare to a personal championship? To do it with your brother and Kyle – it must feel pretty special.

Hunter: It's unreal. This is the Motocross of Nations – the Olympics of our sport. Back-to-back for Australia! We never even thought we'd get a podium growing up. I remember when we got third overall in France – it must've been around 2011 with Mossy and Metcalfe – and it felt impossible to top that. Now, back-to-back wins? It's insane. So blessed, so happy, so proud to be part of it.



whole moto eating roost. I saw on the pit board that I was climbing positions pretty quickly, which gave me a bit more motivation to keep pushing.

I remember passing Valin from the French team, then later catching up to a 450 guy – Garcia, I think it was. By that point, my tear-offs were gone, my goggles were full of dirt, and I'd lost a bit of momentum, so I couldn't make the pass stick. It was chaos – roost flying everywhere, someone right behind me, and knowing every single position mattered. It was game on until the finish.

ADB: Surely by that point, fatigue started setting in – you'd just fought through the field twice, back-to-back, in the heat. Did you hit a wall in those last 10 minutes, or did the MXoN adrenaline kick in?

Kyle Webster: Yeah, there was definitely an adrenaline spike. I hit a bit of a flat patch mid-moto where I thought, uh oh, this is where I'm going to blow up. But when you're in a battle like that, it's easier to keep pushing – you're focused on the next pass, the next corner. I caught a second wind towards the end, and it wasn't until the last lap that I started taking those big deep breaths. When I crossed the line, it hit me like a truck.

I haven't felt that smoked in years. I literally sat there in my gear, still breathing hard, completely spent. But honestly, it felt good. You know you've given absolutely everything.

I don't usually drink energy drinks, but the first thing I grabbed was a Red Bull. I just needed something. That got me through the last race as a spectator and the podium stuff. But yeah, it was cool in a way – being that wrecked after a moto, knowing you've left nothing on the table.

When you start up front, you manage your energy and settle into a rhythm. But when you start dead last? It's 200 per cent effort from lap one to the finish. There's no pacing yourself – it's everything you've got, every lap.

ADB: So, the final race – Jett and Hunter in the same moto. Was anyone from the team nervous at the start?

Kyle Webster: Nah, I don't think so. When I finished that race, everyone was stoked. They were genuinely happy with how I rode and how far I came through the pack. Like I said, it wasn't really a 250-dominant track – it was so high-speed and blown out that

I thought, surely this didn't just happen again. I got up quicker that time, though, and honestly, I think a bit of anger kicked in

most of the 250 guys were right around where I was anyway. Even after that second moto, we were still leading overall, so we were actually in a pretty solid position with Jett and Hunter going into the final race.

ADB: That must've been a huge relief. It seemed like the other nations needed at least a 10 to 15-point gap to even have a shot once Jett and Hunter lined up together.

Kyle Webster: Yeah, exactly. Realistically, it was a nice feeling going into that last one. You knew those two had it covered.

ADB: So after your moto, you finally got to breathe and enjoy it. None of us can really imagine what it's like knowing you've done your part for your country and can now watch what's about to be one of the biggest races of the weekend. What was that feeling like heading to the pit area to watch it all unfold?

Kyle Webster: Honestly, it was awesome. I just went straight to pit lane and watched from there. It was cool – you're done for the day, and you get to see the 450s go at it. Watching Jett and Hunter out there was unreal. Jett's come-from-behind ride was impressive, but Hunter, man… he was just on another level all weekend. He was fired up, smooth and aggressive. It was pretty special to stand there and see it all come together for Team Australia.

ADB: When you were watching that last moto – even after Jett went down – it still kind of felt like we had it wrapped up. I don't know if you felt the same way after your second race, but it looked like you'd taken the wind out of the crowd. At what point did you think, yeah, this is ours? Was it before the third moto or halfway through?

Kyle Webster: Once Jett got rolling again after his crash and started moving through the pack. Then Lucas and RJ both went down, and from that point, we knew unless something really bad happened, we were safe. Last year it was way more stressful – points were bouncing all over the place through the moto – but going into that last race in the lead, with Jett and Hunter lined up against everyone else, you're feeling pretty confident.

ADB: So when they crossed the line and you guys knew it was done – you'd gone back-to-back – what was that feeling like? Last year was already historic as Australia's first win. Did this one mean more?

Kyle Webster: Yeah, I think this one hit differently. Obviously, Jett rode awesome both years and so did Hunter, but last year Hunter had a few problems in his first moto, so this year felt like everything just clicked. For me, I wasn't dealing with the hand injury, I felt strong all weekend, and it just felt like everything was working.

Last year was amazing, but this one was special because it was in the US – racing the Americans on their home turf – and it wasn't a mudder like last time. It was proper motocross. But watching the last race instead of being in it is a weird feeling – you're in normal clothes one minute, then throwing on a jersey to get on the podium. Still, standing up there with all the Aussie fans going nuts was unreal. And when you get back to the truck, it's just a sea of green and gold – everyone's there, celebrating.

MICHAEL BYRNE

ADB: Hunter went down, but the boys still pulled it off with some incredible rides to secure the win. What's your take?

Michael Byrne: Yeah, it was a great day. Both of Kyle's rides were really special. We definitely couldn't have done it without him digging deep and showing that never-quit attitude – especially in that second moto. From what I've seen so far, neither of those crashes were really his fault – just wrong place, wrong time.

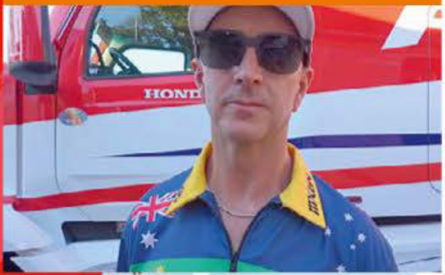
Hunter made it a bit more interesting for himself by tipping over a couple of times, but he looked comfortable all day. And Jett – well, Jett's Jett. I never really worry about him not finding his way to the front. Back-to-back wins – it doesn't get better than that.

ADB: What about your strategy coming into the event – was there ever talk about putting Hunter back on a 250, or were you confident with Kyle based on his form? And how did you approach gate picks?

MB: There was talk – maybe for a day – about putting Jett on a 250. But when you've got a guy who can go 1-1 on a 450, it's hard to justify changing that. If he crushed it on a 250, maybe it still would've been a win, but it's a big risk.

At one stage, it could have been Jett or Kyle on the 250, but we decided to stick with last year's setup. We gave Kyle first gate pick for Moto One, but that backfired a bit when other teams surrounded him with 450s. It's tough being boxed in like that. We'd hoped the other 250 guys would line up around him, but they didn't.

So for the second moto, we gave Hunter the first pick to see how the other teams reacted. Then for the final moto, Hunter got it again because we knew if he grabbed the holeshot and clean air, he could repeat what he did earlier. Jett also ended up with a great inside pick, which worked out perfectly.



There were a few older legends celebrating properly

Hunter won MX Open and Chamberlain

Brotherly love for your back-to-back champions

ADB: And when you got back to the truck, how was the atmosphere? We know Jett and Hunter don't drink, but was there some chaos in the pits?

Kyle Webster: [laughs] Not so much chaos in the truck – everyone was stoked, but the Honda boys had a heap of work packing down three rigs, so they didn't really get to let loose straight away. But there were definitely a few older legends in the crowd celebrating properly. One bloke even passed out in front of the truck and took the rope and chain down with him. It was pretty wild.

ADB: And the "Webby" chants – they were echoing across the crowd!

Kyle Webster: [laughs] Yeah, I know! That was surreal. You're standing next to two of the best riders in the world, and people are chanting your name. It was epic. Definitely one of the coolest moments of the weekend.

ADB: Deservedly so. Honestly, your rides were the standout. Hunter and Jett were phenomenal, but without your comebacks, the title could've easily slipped away. No one else made passes like you did. Do you feel like that was one of your best rides ever?

Kyle Webster: I'd say it's up there. Every win at home feels great, but this was different. You're racing guys you don't know, from all over the world, so you can't predict what they'll do. At home, you know everyone's tendencies – how they race, where they're strong – but there, it's all new.

Got something to say about this yarn?
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PRIVATEER King!

WADE IBRAHIM BEATS THE FACTORY RIDERS TO TAKE OUT THE 2025 AUSTRALIAN HARD ENDURO CHAMPIONSHIP

For years the AHEC has been Australia's proving ground for hard-enduro warriors: a chain of brutal rounds such as the Kosciuszko Killer, the Dog & Bone Extreme and the HillStorm Challenge that test bike, rider and nerves. It's been a championship where consistency and grit count for more than speed; the podiums have been stacked with factory-backed talent, and scratches, slip-ups and misfortune have denied many riders what seemed imminent.

Into that mix came Wade Ibrahim: a rider whose name kept cropping up just behind the very front, his pace undeniable, yet the title still elusive. In 2023 he finished third overall behind Ruben Chadwick and Anthony Solar. In 2022 he was similarly within striking distance, perched on the podium but still reaching. He was the guy who had the speed, the talent and the heart… but not yet the crown.

Meanwhile Solar and Chadwick had carved out their own little duel atop the series. Solar grabbed the 2022 title ahead of Ibrahim by a whisker, and in 2024 he sealed the championship ahead of Chadwick after yet another intense title fight. They'd hogged the headlines. Ibrahim had been the heir-apparent but always something slipped.

Then came 2025. The build-up had all the familiar ingredients: the tough terrain, factory machines, big names and steely ambition. But this year the stars aligned differently. Wade finally stepped up, sent a message, and claimed his maiden AHEC crown in style, beating the "factory guys" at their own game.

We sat down with Wade to talk about the season.

ADB: How does it feel to beat our "Factory" riders?

Wade Ibrahim: It does feel good because the last couple of years, I've sort of been nowhere near it. They were putting time on me and I probably didn't put in the effort that I needed to, but then to come out this year, and I won pretty comfortably most rounds – other than sabotaging myself a couple of times – it feels good to come out and win off my own bat and, do it relatively easy. Work's paid off.

ADB: What was different this year?

WI: Previous years, I'd be lucky to do 40 hours on a bike throughout the whole year.

But this year, I've ridden my bike

Winners are grinners!

MONTDAMI
WADE

SCAN TO LISTEN TO THE PODCAST

close to 100 times. I would have done 150, 200 hours easy on the bike this year. That's four years' combined worth of riding almost. And it just showed – I went out there and I could ride and not be fatigued, and think with a clear head and make good, fast decisions that were effective.

ADB: Ruben won the first two rounds, and you won rounds three, four, and five. Did anything change?

WI: No. Basically, what happened, I would have won the first round easy. I had about a half-an-hour lead but I didn't have my air filter clip in properly. So I blew my bike up and then I finished second. Which was okay, but I was pretty annoyed. Obviously what happened, I dusted my bike so bad, the whole engine was shot the whole way through.

So Rob Nowak fixed it for me, but we had this issue where it was stalling. I'd get to the top of a hill or somewhere and it would stall. I couldn't ride the bike to its potential, so I was crashing really bad. The next round, I still didn't have that fixed. And I didn't know what it was. So, not making excuses, but the second round I basically couldn't ride the bike.

And Ruben – don't get me wrong – on a track like that, Ruben is almost unstoppable. The track we rode at the NSW round really suited him, so he won that one. But then after that race, I got my bike fixed. It turned out being the reed block – put a standard reed block back in it, and I was back up to speed. And then I never looked back.

ADB: So you don't have a mechanic. What does your team look like to give you support when something like that happens?

That tyre's officially knackered

WI: Well, the team is just me! No, look, it was a new bike. I've always ridden KTMs, but I went across to a '25 Husky TBI this year and, yeah, I really loved it. But the air filter clips in a little bit different. Bit of a rush, put it in, didn't check it properly, and yeah, dusted it pretty bad. Then it comes out of my own pocket to fix it as well. So quite expensive.

One of my friends I work with, he helped me out a bit with going overseas and stuff like that. Other than that, Ballard's gave me a bit of support. I don't have much support – Chad's Off Road supported me as well – so it's pretty well off my own bat, trying to get my bike sorted, tyres and everything. Mitas are great as well. But yeah, you still gotta do it yourself.

ADB: So there wasn't a spare engine just sitting in the truck?

WI: Nah. Funny you say that – at Erzberg I blew a bike up in 10 minutes, so we did an engine swap with a few of the guys. That was pretty interesting. But nah, this one here, I was lucky I had a big enough lead and no one else went out for another lap other than Ruben, so I was able to finish second at Conondale.

ADB: You went overseas midway through the season and raced. Did you bring anything back to Australia that helped in your championship quest?

WI: Definitely. I've been over to Erzberg five times. I had a bit of experience over there. Had a good run, like qualified top-30 something. Anyway, I had a ripper start, got out there and I think I was in the top 10 somewhere. And then I think I just went a bit too hard, too early and couldn't keep the pace of them guys and gassed myself.

I've never really done that before and I hit a wall, gave a lot of positions up back to around 30th. But I took a lot away from it – riding with the guys over there that are doing it week in, week out. The level over there is a whole other level compared to here. But it was pretty good, and just seeing what's actually achievable as opposed to what we're riding here was like, far out, it makes you want to push yourself that bit extra, you know?

So coming back with that mentality, "Righto, this is possible." I just kept pushing and pushing, and here we are. But in saying that, over there it is – you know, European dirt is a lot different to Australia. Australia, I find, is just a lot slipperier and it's a lot harder to ride. Like, the same setups over there don't work as well here, especially tyres and mousses and everything.

So it is different. It's harder in some ways, and yet in Australia, it's harder in other ways. But it's all experience.

ADB: What was your favourite round?

WI: If I didn't blow my bike up, it would have been Corryong, because I just felt like I was on another level. I would have gone 1-1 both days. But if not that, maybe Hillston – that's sort of the Erzberg-style race. It's point-to-point, everyone rides the same track, so that was another good one as well.

Had a bit of a good battle with Solar there, managed to get away. But look, I've had some pretty good rounds. The tracks nowadays in the Hard Enduro scene are really good. They're hard enough that you can basically ride the whole track without pushing if you've got enough skill. So they're not crazy hard, where you've got to team up with someone else to get your bike up or anything like that. They're all sort

> ***The level over there is a whole other level compared to here***

of hard enough that you can ride if you've got enough skill – which I think is the perfect level of difficulty.

ADB: It sounds like Greg Petersin's kind of got the tracks right across gold, silver, and bronze?

WI: Yeah, definitely the tracks are on point. There's nothing you get there and think, 'this is ridiculous', it's all possible. Obviously, we're training a lot more and putting ourselves in those positions beforehand, so we know what we're up against. Sometimes we'll get onto a gold-silver, like a dual track, where we're going up these combined hills, and they're still hard enough for the silvers that everyone's getting around it without too much trouble.

Obviously, when it rains, that can have a big effect, because the difficulty goes up. But as a whole, the tracks across the board are really, really good – they're suited to the level.

ADB: Speaking of rain, there wasn't a lot this year. Was there a round you'd rather forget?

WI: Probably, to be honest, the Queensland round, when I couldn't ride my bike properly. I basically destroyed it because it kept stalling. Big rocks, rocky hills, just kept flipping it, stalling. The weather was all right, but everything about there, I couldn't wait to get out of there.

ADB: You kind of got through the season unscathed?

WI: I rode a lot this year, as I said, and I only laid it over a few times, but nothing crazy. But I went riding with Anthony Solar just Monday gone for training. I hadn't crashed in forever and 10 minutes in I go up this hill, the front wheel lands on a rock, the rock gives way, I fall probably five metres down into a blind creek, over some ferns, and smack my hand and my knee. I thought, 'Oh no, I've broken it'.

But I went and saw Dr Daniel Sanders – he sorted me out with some painkillers. Dr Chucky to the rescue! I was all right, thank God, because I thought,'Oh no, this is classic end-of-the-season stuff and I've hurt myself'. But other than that, touch wood, I've been really, lucky with injuries.

ADB: Coming into the last round, it could have gone either way, did you stay calm?

WI: Yeah, so I had a 40-point lead on Ruben, which wasn't enough. You know, a win on a Sunday is 50 points more than second. So I thought if I went all right and won the Saturday – because it's half points – then on the Sunday I could just cruise.

Anyway, classic Wade, I changed my handlebars and didn't tighten them on the Saturday. Went out, got the holeshot and was leading, and then the 'bars were on the tank. Then they were way forward, then on the tank again. I'm like, "No!" So me and Ruben are having some battles.

We got into this really tight creek – I stopped in the creek so he couldn't get past, strategically. There's a guy there, Jason Larsson. I said, you haven't got a 10ml, have you? He randomly has a 10ml spanner in his pocket! Pulls it out, while I'm holding Ruben and everyone up at this waterfall, I quickly get the 'bar pad off, tighten the handlebars, and keep going.

But by that stage, I'd gassed myself because I was fighting this bike, trying to ride. You know, with Hard Enduro it's all about timing and trying to ride these little rocks and stuff – and me pushing on the handlebars, weighting near the back wheel and stuff, I was out of time, going nowhere, using all this energy, and Ruben got around me… and he ended up winning the Saturday. So Sunday was basically winner-takes-all.

Ruben got so close but fell short at the last round

Gummy tyres cop a flogging in hard enduro

Prologue was dustier because they do more laps

Ruben took the first two rounds

Results:

GOLD CLASS

1. Wade Ibrahim **3545 pts**
2. Ruben Chadwick 3430
3. Anthony Solar 3160

SILVER CLASS

1. Aiden Rodriguez 3520
2. Fyn Gunn 3375
3. Jacob Predebon 2985

BRONZE CLASS

1. Alex Dunlea 3750
2. Adam Ciuraszkiewicz 3265
3. Luca Vigliante 3150

JUNIOR CLASS

1. Toby Jennion 3525
2. Jaxon Perry 3500
3. Maison Bloom 3170

> ***I said, you haven't got a 10 ml, have you? He randomly has a 10 mil spanner in his pocket!***

Ruben, Wade and Solar are all mates off the track

The rock garden at the last round

I was a little bit nervous on Saturday – I never usually get nervous – but Sunday I wasn't nervous at all. I just rolled in. Ruben had a bit of a lead, and I got around him and never looked back. Unfortunately for him, he shredded his tyre back to a full slick.

The track just suited me a lot. At my house, I've got some really loose, rocky, dry tracks, and this track resembled that a lot, which is my favourite sort of riding. Real steep, loose, rocky stuff with no grip. So once I got out there, I felt good and just checked out – away I went.

ADB: Did you win any money?

WI: I reckon I probably spent $100,000 this year racing my bike. You know, going overseas and doing everything else – that's about it. Not a lot. I spent a lot of money – obviously blowing it up and just going riding – all the fuel, everything, it all adds up.

ADB: How do you think the Australian Hard Enduro series could be improved so it continues to grow?

WI: I think just the content – the publicity of the whole series. We really need to capitalise on all the racing we do – show it to the public and to the world, what we're actually doing, and get it out there so sponsors and like-minded people can see it and be interested and want to invest in it. It's a new series and we understand that's going to take time.

ADB: Logistics: five rounds a year, pack up Thursday, get there Friday, race, home Sunday night, straight back to work?

WI: Pretty much, yeah. This round just gone I had to help my brother, I was supposed to be babysitting because my missus is away. I'm looking after three kids and helping him pour a concrete wall till nearly 11pm on the Thursday before leaving Friday – hadn't even packed – and I had a sore hand. Always something last minute. Then straight back home, straight back to work.

Last year I was lucky enough to ride for a team (WBR) who were great. But I couldn't get time off work and couldn't put effort into my riding. They offered great support, gave me a bike, helped financially but I just couldn't get the results. This year the tables turned a bit and I freed up a little and put a bit of time in.

ADB: Did your young family get up on the podium with you?

WI: I didn't get them on the podium. I got some photos with the trophy and stuff. Greg and that have made pretty cool trophies that you hang on to for the year and give back. So I've got that for the year – pretty good – a couple of cool photos, yeah.

Got something to say about this yarn?
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Season of Legends

E1
AUSENDURO 2025
CHAMPION
JONTE REYNDERS
KTM
DM31 RACING
14

KTM DM31 sweeps all three classes

FROM RECORD-BREAKING RIDES TO BREAKOUT PERFORMANCES, THE 2025 AUSTRALIAN ENDURO CHAMPIONSHIP DELIVERED ONE OF THE MOST COMPETITIVE SEASONS IN YEARS

The 2025 Australian Enduro Championship felt like a reset and a reckoning. A reset because the series' new Pro Enduro Outright table finally aligned the show with EnduroGP-style storytelling – every class on the same page, all day, every round. A reckoning because, once the dust settled at Gympie, Daniel Milner stood alone as Australia's most successful domestic off-road racer with a sixth Outright crown, and KTM DM31 had completed a clean-sweep: E1, E2 and E3. The orange squad didn't just win; they shaped the year's rhythm.

But the season was never a procession. Wil Ruprecht's return lit a fire under everyone. He opened by trading sprint wins with Milner at Kempsey, then roared back to dominance at Rawson and Kyogle, and closed the book with a double at Gympie. His late run was "too little, too late" on points, but never in intent; the WR450F made daylight when conditions suited, and the E2 duel was epic. That push-pull at the front forced consistency to be king – one off day in the sand or dust could cost a title, and nearly did.

This was also the year of breakthrough moments. Beta's Jye Dickson landed the brand's first Pro Enduro Outright round win at Tintinara, then backed it with podium speed through the sand and sprint carnage of Casterton and Kyogle. Yamaha's next wave showed its teeth – E1 podiums piling up for Jett Yarnold, while Will Dennett hardened into a constant top-five threat. And in the women's ranks, the class war between Jess Gardiner and Madi Simpson produced some of the tightest timesheets all year, with Junior guns like Lorna Lock reminding everyone the pipeline is healthy.

By the time the circus reached Gympie, the storylines converged: Milner nursing ISDE fatigue but executing the points game, Ruprecht unstoppable on the day, Reynders sealing a first national title, and McMahon converting speed into silverware. It all added up to an epic season – new format, new rivalries, fresh faces breaking through – and a stack of moments that didn't just decide championships, they defined what Aussie enduro looks like right now. We sat down with Milner for this exclusive look at the season.

> ***The orange squad didn't just win; they shaped the year's rhythm***

MILNER PLANTS THE FLAG AT KEMPSEY

The season opener answered the only question that mattered: would Daniel Milner still be the benchmark under the new Pro Enduro Outright format? After Wil Ruprecht nicked Round 1, Milner steadied and won Round 2 outright and E2, then left Kempsey with both red plates. "There was one point in there that it was looking pretty sheepish for the first round" Milner told *ADB* after confirming both McMahon and Reynders had injuries coming in. Milner's Sunday win telegraphed how he'd play the long game all year. Meanwhile, new KTM DM31 teammates Jonte Reynders (E1) and Korey McMahon (E3) delivered double class wins, instantly turning the championship into a three-pronged orange campaign.

LEATT
14
ACERBIS
YAMAHA

Ruprecht's Gympie double was a strong finish to the season

Ruprecht scores four Pro Enduro wins

RAWSON'S SPLIT DECISION

Rawson gave us the first full-blooded chapter of the Milner-Ruprecht rivalry and the reminder that formats matter. In Saturday's Cross Country, Ruprecht stalled off the start, then carved through the pack to beat Milner by 38 seconds – an emphatic statement. On Sunday's Sprints, Milner flipped the script, won outright, and took E2 while Reynders topped E1 again and snatched P2 outright with a late test scorcher. The takeaway: conditions and format would swing day-to-day momentum, and KTM's depth (1-2-3 across the final three tests) was a weapon in itself.

TINTINARA TURNS BETA RED

Round 6 will live in Beta folklore: Jye Dickson delivered the brand's first Pro Enduro Outright round win, backed by five of six test victories on Sunday's deep-sand Sprints. On Saturday's brutal Cross Country, Milner had already asserted control and banked maximum points, but Dickson's Sunday masterclass proved the RR 480 RACE could set the outright pace, not just E3 class speed. Andy Wilksch chimed in with podiums and kept E2 pressure honest. The point swing didn't topple Milner's lead, but it broadened the threat matrix – orange vs. blue vs. red, all with winning speed depending on surface.

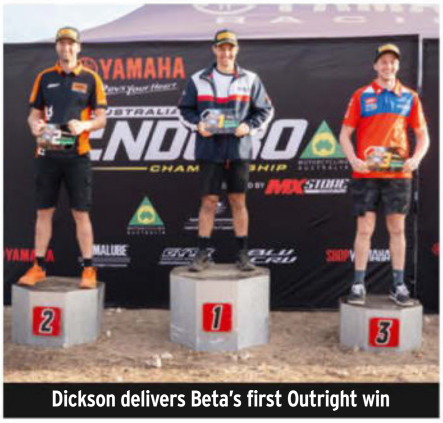
Beta RR 480 makes history at Tintinara

THE PENALTY THAT ALMOST BIT (TINTINARA SUNDAY)

It wasn't a headline win, but it was a championship-defining wobble. Reynders copped a five-minute penalty after an off-track excursion during Sunday's Sprints and dropped out of E1 contention for the day. The damage control from there was clinical: he didn't let it spiral into a points haemorrhage. With E1 ultimately decided in his favour by a comfortable margin, this moment still mattered because it showed how fragile momentum can be under a format that punishes errors, and how Reynders' composure under pressure would become a season-long theme.

CASTERTON'S SAND EXAM

The black-sand weekend asked who'd adapt fastest as the tracks broke apart. Dickson again looked like a revelation – P2 in Pro Enduro on Sunday and multiple test wins – while Wilksch stayed in the E2 podium fight and Milner kept doing Milner things. The meta-lesson from Casterton was about the new Pro Enduro table: every lap in every test is now meaningful across classes, and "class win" without "outright relevance" doesn't cut it anymore.



Dickson delivers Beta's first Outright win

KYOGLE LIGHTS THE FUSE

With desert distractions done and ISDE fatigue in the rear-view, Kyogle became the late-season accelerator. Ruprecht went 1-1 outright and E2, Reynders doubled E1 and stood P2 outright both days, McMahon swept E3 and grabbed a Sunday Pro Enduro podium, and Milner gritted out what he called a "rough weekend" yet kept the points advantage intact. It was the championship's pressure cooker: Wil found form that looked unbeatable on the day; DM31's class control held; and the maths said Gympie would be a good one to watch.

THE HARD WAY TO REYNDERS' FIRST NATIONAL TITLE

Zoom out from individual rounds and Jonte's year was impressive. He started Kempsey two weeks post-op with plates and screws in his foot, later nursed a thumb injury from Hattah, still dominated E1 when it mattered, and – crucially – added outright relevance with P2 Pro Enduro performances at Rawson and Kyogle. He sealed the E1 championship on the Saturday at Gympie, then won again Sunday for emphasis. "To be honest, I probably need to book a trip to Turkey to go get get a hair implant after this year," Milner mentioned after talking about the boys season. "It's been quite stressful". Because of the workload, Milner had barely any time to train. "I'm trying to look after the boys to get them to the top step, which we've achieved". After back-to-back seasons of runner-up frustration, his 2025 title

NOWLAND
1
2025 ENDURO CHAMPION
191
YAMAHA

Nowland was impressive in his Championship title

Gardiner extends record to nine titles

Jess's closest rival came from her young protege

STATS THAT DEFINED A SEASON

6 Outright Titles for Daniel Milner

Milner's sixth crown makes him the most successful domestic off-road racer in Australian history, surpassing Toby Price's record of five.

3 KTM DM31 Class Titles

KTM DM31 Racing Team pulled off the rare clean-sweep:

- E1: Jonte Reynders (KTM 250 XC-F)
- E2: Daniel Milner (KTM 450 XC-F)
- E3: Korey McMahon (KTM 500 EXC-F)

4 Outright Wins for Wil Ruprecht

The returning world champion on the ShopYamaha WR450F dominated the back half of the season, winning four of the final six rounds and finishing runner-up overall.

1 Beta's Historic Outright Win

Jye Dickson delivered Beta's first-ever Pro Enduro Outright victory at Tintinara aboard the RR 480 RACE, marking a milestone for the Italian brand in Australia.

90% Milner's Podium Rate

Across 12 rounds, Milner finished on the outright podium in 10 of them – a consistency unmatched across the field.

3 Women's & Junior Titles for Yamaha

Jess Gardiner (EW), Marcus Nowland (J4) and Lorna Lock (JG) all flew the bLU cRU flag to national titles, continuing Yamaha's dominance in the development classes.

1,000+ km of Tests

Riders completed more than a thousand competitive kilometres across the season – ranging from sprint loops under five minutes to three-hour cross-country marathons.

2 Seconds

The slimmest class-winning margin of the year – Jye Dickson's two-second heartbreak at Kyogle – proof that the new Pro Enduro format leaves no room for errors.

The new Pro Enduro Outright table forced teams to chase outright pace every weekend

was overdue.

MCMAHON'S 500-POWERED BREAKTHROUGH

Korey McMahon used the KTM 500 EXC-F's torque to control E3, snagging Pro Enduro podiums along the way. In the middle third, he rode through a knee scare "Korey snapped his ACL and tore his miniscus and had surgery in the midle of the season to fix it" Milner told us. At Gympie he was sublime: winning both E3 rounds and taking P2 outright on Sunday – just six seconds shy of the overall. It was his first senior class title and his first Pro Enduro outright podium weekend. More than a trophy, it's validation that he can carry E3 pace into outright win territory in 2026.

GYMPIE: THE CORONATION – AND THE CAUTIONARY TALE

Gympie wrapped the storylines with cinematic symmetry. Ruprecht crushed both days outright and E2, proving his late-season level was title-winning pace – just not for long enough. Milner, nursing ISDE hangover and playing percentages, did exactly enough: P2 Saturday, P3 Sunday, locking the Pro Enduro Outright and E2 championships and etching his sixth Outright crown to pass Toby Price on the all-time domestic list. Reynders sealed E1, McMahon sealed E3, and KTM DM31 executed the clean-sweep. "We've had had an amazing year where we've never had a bike malfunction or anything like that and we've been able to put them on the top step" Milner told *ADB* about having no issues. The cautionary note? Wil's form says 2026 could swing blue if he stitches the middle rounds together.

THE WOMEN AND JUNIORS KEPT THE THROTTLE DOWN

While the outright circus grabbed the spotlight, the EW and junior classes delivered season-defining performances that matter to the sport's health. Jess Gardiner fended off an impressive first senior year from Madi Simpson – often by seconds, not minutes – making every sprint count and raising the division's bar. In the junior ranks, Lorna Lock's dominance, Marcus Nowland's clutch rides under pressure, and Harley Hutton's breakout J3 win on the YZ125 at Kyogle marked the next wave arriving at speed.

WHY THESE MOMENTS MATTERED

Taken together, these inflection points explain the ladder of 2025. The new Pro Enduro Outright table forced teams to chase outright pace every weekend; Kempsey and Rawson proved Milner's bank-first strategy still wins seasons; Tintinara and Kyogle showed how quickly one rider's form swing (Dickson, then Ruprecht) can tilt the narrative; Gympie sealed a historic KTM sweep.

Overlay Reynders' first title and McMahon's graduation into an outright threat, plus genuine knife-edge battles in EW and juniors, and you've got a championship that didn't just crown winners – it set the stakes for an even bigger fight in 2026. ADB

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KTM
LEATT
MOTOREX

WORDS // **BERNIE DEN HERTOG** PHOTOS // **BDH**

PINES, PASSION, PERSIST

Support your local trailride!

Steep drops sorted the bold from the broken

ENCE

SEVENTEEN YEARS ON, THE KOWEN FOREST RIDE REMAINS A CORNERSTONE OF AUSSIE TRAILRIDING – A WEEKEND OF EPIC SINGLETRACK, NIGHT-TIME CHAOS AND THE VOLUNTEERS WHO KEEP IT ALIVE.

Few rides in Australia carry the same legend as the Kowen Forest Ride. For decades, this sprawling pine plantation on the edge of Canberra has been the heartbeat of organised trailriding – a place where dirtbikes, mateship and mayhem collide under the watchful eyes of the DSMRA. The formula hasn't changed much: hundreds of riders, dozens of volunteers, a maze of singletrack cut through the pines, and

Riders lined up under perfect skies, ready for chaos

Each one was different: from fast, flowing pine-needle switchbacks to greasy, root-laced climbs

just enough chaos to keep it interesting. It's the kind of event that turns a forest into folklore.

Organised rides like Kowen are the glue that holds Australia's trailriding scene together. They provide safe, legal and professionally managed access to terrain that's otherwise locked behind gates. Every bunting line, bog hole and sweep rider represents countless volunteer hours – the kind of grassroots effort that keeps our sport alive while giving riders a reason to turn up, pitch a swag and spin a yarn by the fire. Without events like these, riding spots shrink, communities fragment and the next generation loses the chance to discover the joy of real singletrack.

That's why supporting them matters. The DSMRA doesn't just run a ride; it safeguards a legacy. From the epic night loops to the family-friendly day runs, Kowen has always balanced challenge with camaraderie, and this year proved no different.

The 2025 Kowen Forest Ride was another absolute belter – slick organisation, perfect conditions and epic trails.

SMALL BUT FEISTY

The 2025 Kowen Forest Ride might not have been the biggest, but it was certainly one of the best. With just over 220 riders turning up, the weekend had the relaxed, mates-only vibe that's been missing from the mega-crowd years. The smaller numbers didn't dull the energy one bit – if anything, it made the whole thing more personal. Everyone knew everyone by Sunday, and every rider walked away with the same grin you get when you've clocked a hundred kilometres of prime singletrack that you'll never get to ride again.

Because that's what makes Kowen special – it's closed country. The forest is locked to the public, meaning the only time anyone gets to thread through those pines is under the watch of the DSMRA. It's a privilege, not a given. And this year, they opened the gates to over 100km of hand-cut trail spread across seven loops. Each one was different: from fast, flowing pine-needle switchbacks to greasy, root-laced climbs. There were even mellow options for beginners who just wanted to enjoy the scenery without cooking their clutches, and enough technical sections to satisfy the hard-enduro faithful who seem to get stronger the rougher it gets.

Among the tracks, the Beta Demo Loop proved a surprise hit. Thanks to Eye Candy Motorcycles, riders could throw a leg over the entire Beta range – from the 200RR to the 480 – without needing to bribe a dealer for a test ride. It was a proper highlight and an awesome addition to the weekend.

Of course, no Kowen weekend is complete without the infamous Night Loop. Once again, the DSMRA crew put their twisted sense of humour to work, creating a course that was equal parts spooky and spectacular. The forest lit up like a Christmas tree made of head torches as riders disappeared one by one into the darkness, only to re-emerge later with stories of ghosts, bog holes and the odd misplaced body part dangling from the pines. Navigation was half skill, half guesswork – but somehow everyone found their way home to the glow of the campfires.

The weather gods smiled on the event this year, too. After years of either dust bowls or downpours, 2025 struck that perfect middle ground. The trails were loamy with just enough moisture to hold their shape, and a steady breeze kept the dust under control. You couldn't have scripted it better. By the time the sun went down each evening, the air cooled, the barbecues fired up, and the chatter around the fires grew louder with every retelling of the day's heroic saves and unlucky tumbles. The Vietnam Veterans Food Van kept everyone fuelled with hearty feeds, serving up burgers, steaks and hot chips that tasted like heaven after six hours in the saddle. No one went hungry – though plenty went back for seconds.

The big raffle draw capped off the weekend in classic Kowen style. Every year the DSMRA gives away a brand-new bike, and this time it was a gleaming Beta 300RR that went home with one very happy rider – Nick

The sound of two-strokes echoed through the forest like music

A handful of volunteers

The singletrail wasn't the only deadly thing

Don't bring a van to do a ute's job

BY THE NUMBERS

KOWEN 2025

- 224 entrants hit the trails across seven loops
- 100+ kilometres of singletrack opened for one weekend only
- 7 loops including a dedicated Beta Demo Loop thanks to Eye Candy Motorcycles
- 1 brand-new Beta 300RR raffled and won by Nick Peters
- $60,000 total event cost to run
- $20,000+ spent on the raffle bike and prizes
- $10,000 in rider shirts
- $8000 worth of food vouchers handed out
- 17 years of Kowen tradition under the DSMRA banner
- 10 volunteers doing the work of 60

> ***Events like this aren't about trophies or lap times; they're about community***

What handguards are for

Kowen's 100km of singletrack delivered perfection

Nick Peters scored, riding home with a Beta 300RR

That's a flat-knackers hill!

Peters. For once, the stars aligned and the prize actually went to someone who'd been out there in the dirt all weekend, which made it all the sweeter. You could feel the crowd's genuine buzz as his name was called.

BEHIND THE BARRIERS

What most riders don't see is just how much it takes to pull off an event like this. The Kowen Forest Ride isn't some commercial enterprise with corporate backing and bottomless budgets. It's run entirely by volunteers from the Dual Sport Motorcycle Riders Association (DSMRA ACT) – a club that's been keeping this tradition alive for 17 years. It's a massive job that starts months before the first rider signs on. Every trail is cut by hand. Every arrow, bog hole and bunting line comes from weekends of sweat, saws and swearing. The ride might last just two days, but the preparation eats up months.

And it's expensive. The DSMRA shells out around $60,000 to make Kowen happen each year. That includes forestry fees, first aid, toilets, lighting, generators, shirts, raffle permits, and even the raffle bike itself. The government alone clips about $5000-$6000 just for permission to hold the event. Another $8000 goes into the food vouchers given to every rider, and close to $10,000 disappears into event shirts – because nobody leaves without a memento. Add the $20,000-plus cost of the raffle bike, plus insurance, logistics and cleanup, and it's easy to see how quickly the numbers stack up.

So when attendance dropped this year to 224 riders instead of the budgeted 300, the club took a financial hit. They're not alone – most rides across Australia are down about 30 percent since COVID. The pandemic didn't just stop events; it broke the rhythm of how clubs function.

Volunteer numbers have fallen, too. Where there used to be 50 or 60 people helping, there are now barely 10 doing the same work. Yet those 10 still manage to run one of the best-organised rides in the country.

That's the real story here – not the numbers, not the profit or loss, but the passion that keeps it alive. The DSMRA crew could have walked away after the cancelled 2021 event that cost them thousands, but they didn't. They rebuilt it, scaled it down and poured everything they had back into it because they love the sport. It's the same energy that used to power events like Sunny Corner, Apex Rallies and Grass Tree Beach Races – all of which have now disappeared.

Without volunteers and club members stepping up, these rides die off quietly. When they go, they take a big chunk of Australian dirtbike culture with them.

KEEP KOWEN GOIN'!

Kowen 2025 might have been smaller on paper, but it proved something vital: when riders show up, the magic happens. The trails were brilliant, the crew ran it like clockwork, and the smiles around camp said everything. Events like this aren't about trophies or lap times; they're about community – about having a place to ride legally, safely and with people who get why you'd rather spend a weekend in the woods than anywhere else.

So if you've ever thought about entering, do it. If you've ever thought about volunteering, now's the time. The DSMRA plans to bring Kowen back again in 2026, and they'll need every bit of support they can get. Because without riders backing these grassroots events, there won't be any left to tell stories about.

For now, though, the 2025 edition goes down as another chapter in Kowen's long and legendary history.

Got something to say about this yarn?
✉ **Let us know at adbmag@adbmag.com.au**

WORDS // **MITCH LEES** PHOTOS // **SUPPLIED**

The SCIENCE of saving RIDERS

FROM A NEUROSURGEON'S SKETCHBOOK TO A GLOBAL SAFETY EMPIRE, LEATT'S STORY IS ONE OF TRAGEDY TURNED INTO TRIUMPH. TWO DECADES, 30 PATENTS AND OVER A MILLION RIDERS LATER, THE SOUTH AFRICAN BRAND CONTINUES TO REWRITE WHAT'S POSSIBLE IN PROTECTION.

Leatt protects when things don't go to plan

Leatt designers and engineers at work

Dr Chris Leatt - the man behind the brand

When you talk about motorcycle safety, few names carry the same weight as Leatt. Born in South Africa and built from science, the company has spent more than 20 years saving riders' necks – literally. With over a million lives protected and more than thirty patents to its name, Leatt has turned innovation into a way of life. But like most great ideas, this one didn't start in a boardroom. It started trackside with tragedy close by.

It all began back in 2001, when Dr Chris Leatt was a budding young doctor in training and a passionate motocross rider on the weekends. One ride changed everything. Chris witnessed a fellow rider lose his life in a crash – the same weekend his young son had just started riding. That moment hit harder than any crash he'd had. "I pass the final resting place of Alan Selby's ashes on a regular basis, that incident will always be firmly imprinted on my mind," he told *ADB*.

He walked away from his medical career and poured everything into designing something that could stop that kind of heartbreak from happening again. Three years later, in 2004, the first Leatt neck brace hit the market, and the world of motorsport safety would never be the same.

These days, Dr Leatt still rides, but his main track is the Leatt Lab in Cape Town – a place where science, engineering, and a love of two wheels collide. Inside, a crash test dummy named Martin takes the hits for the rest of us, fitted with 23 sensors and a human-like neck to simulate the

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LEATT

A prototype with branding

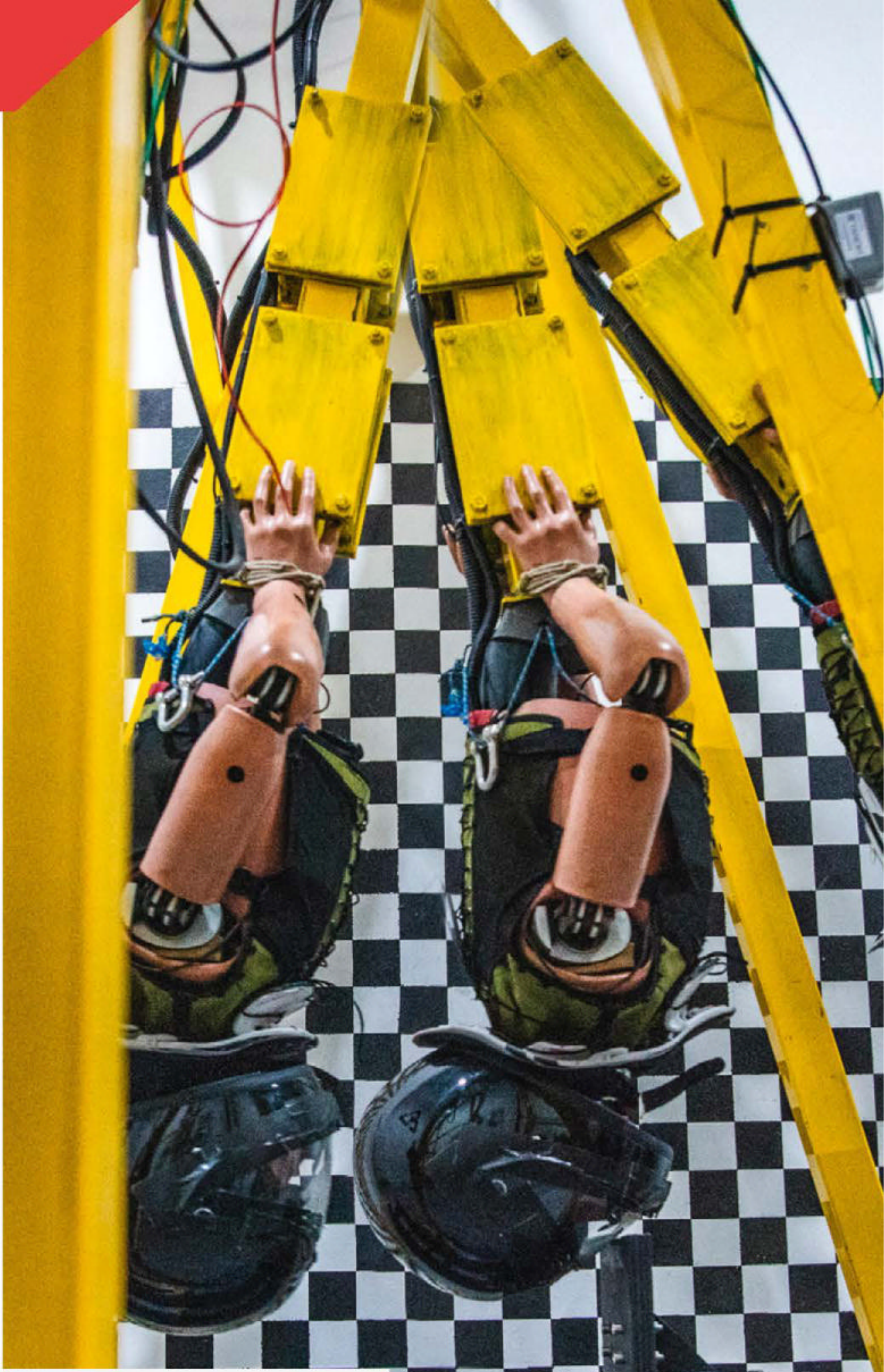
Leatt holds over 30 patents

chaos of real crashes. Fifteen thousand impact tests later, Martin's been through more stacks than most weekend warriors. With advanced spine modelling, finite element analysis and enough data to make NASA proud, Leatt's engineers keep fine-tuning their gear to squeeze out every bit of protection possible.

REVOLUTION IN SAFETY

The story of Leatt's rise in rider protection began with that single, life-changing moment in 2001. Dr Leatt began to question why was there no device to prevent catastrophic neck injuries in motorcycling? He decided to build one himself.

By 2003, Leatt was sketching prototypes, drawing on his background in medicine, biomechanics and trauma care. The first patents were filed, and in 2004 the very first Leatt neck brace was sold in South Africa. It was the beginning of a revolution in rider safety. The brace used what became known as Alternative Load Path Technology – redirecting impact forces through the body instead of allowing them to compress the neck and spine. It was an elegant idea born out of tragedy, and one that would completely



Designed and engineered in-house

FROM PROTECTION TO PERFORMANCE

Once Leatt had built its legacy in protection, moving into apparel was a natural step. The goal was to create gear that not only looked good but worked seamlessly with the brand's protective systems.

An early version of body armour

Leatt developed 3DF impact foam

A brace prototype

change the way riders protected themselves.

"I never considered the magnitude of downstream effects once I started on the iterative process of designing and testing the neck brace. However, I soon began to believe that if the invention could be shown to be effective and was comfortable to wear, it should enjoy significant adoption around the world. This indeed came to be. Our problem solving approach, not just doing what others do, has always been the mainstay of our innovative Leatt-Lab work," Dr Leatt told *ADB* exclusively.

The company was formally established in 2005, and not long after, Leatt was working with engineers in Munich to refine testing systems for neck and spinal impact forces. By 2007, the Leatt neck brace was gaining global attention, picking up product-of-the-year awards and being adopted by professional racers around the world. Within a few short years, the brand that began in a small Cape Town workshop had created an entirely new safety category – and a standard other manufacturers would spend years trying to catch up to.

But Leatt's ambition didn't stop at the neck. The goal was always bigger: to build a full ecosystem of protection. In 2008, the company established the Leatt Lab in Cape Town, giving engineers and designers the ability to develop, prototype, and test every product in-house. The first step in broadening the range came in 2010, with the release of chest protectors and a mountain-bike-specific neck brace. A year later came full-body armour and the first motorcycle jackets. In 2012, Leatt introduced its 3DF impact foam, a breakthrough soft-shell technology that offered real energy absorption without the stiffness of traditional armour.

"The next product category for Leatt after the launch of the neck brace, was body protection – as this is where we found the most fitment and integration challenges with the neck brace" Chris explained to ADB. "By offering body protection that integrated well with the neck brace, adoption of the neck brace increased and we were able to develop a significant offering of body protectors. Now that we were no longer a neck brace only company, we had to challenge for real estate in retailers against established brands in the body protector space. The product categories have been growing ever since. We have a rigorous multi-level quality control process that guides all our manufacture".

By 2013, Leatt had launched the Fusion 2.0 Junior, a neck and chest protection system for kids, alongside upgraded neck brace models like the 5.5 and 6.5.

The following year, the company moved into lower-body protection with the C-Frame knee brace, giving riders the same level of innovation for their legs that the neck brace had given their spine. In 2015, helmets and CE-certified gloves joined the lineup, marking Leatt's move from a protection specialist to a full-gear manufacturer. And by 2016, Leatt had entered the apparel game, launching complete motocross and mountain-bike clothing lines that tied together the entire protective system from head to toe.

LEATT TIMELINE: TWO DECADES OF PROTECTION

2001 While training in neurosurgery, Dr Chris Leatt witnesses a fatal motocross crash. The idea for the neck brace is born.
2003 First prototype and patents filed.
2004 The first Leatt neck brace sold in South Africa.
2005 Leatt Corporation officially founded.
2007 Neck brace gains global acclaim and industry awards.
2008 The Leatt Lab opens in Cape Town.
2010 Chest protectors and MTB-specific neck brace introduced.
2011 Launch of full-body armour and jackets.
2012 3DF impact foam revolutionises soft-shell protection.
2013 Fusion 2.0 Junior released for young riders.
2014 C-Frame knee brace debuts.
2015 Helmets and CE-tested gloves hit the market.
2016 Leatt enters Moto and MTB apparel.
2018 Bulletproof Velocity goggles launched.
2019–2020 Riding shoes and boots join the lineup.
2021 360 Turbine helmet technology introduced.
2024 Leatt celebrates 20 years of innovation.

> ***Dr Leatt began to question why was there no device to prevent catastrophic neck injuries***

In 2018, the company launched its Bulletproof Velocity goggles and around 2019 and 2020, Leatt added both flat and clipless shoes for mountain bikers, and in 2021, released its second-generation full-face helmets featuring the brand's own 360 Turbine Technology – a design that helps reduce rotational acceleration to the brain during impact. What started as one man's idea to protect his son had evolved into a complete ecosystem of gear worn by riders across motocross, enduro, downhill, adventure, and even karting disciplines.

WHAT MAKES LEATT DIFFERENT

Leatt's foundation is unlike any other gear manufacturer's. It wasn't started by a marketing executive or apparel designer – it was built by a trauma doctor who understood how and why riders got hurt. Chris Leatt's medical training, combined with his experience in emergency trauma units in South Africa and the UK, meant every product was born from real science, not assumption. That blend of rider empathy and medical insight became the brand's DNA.

When Leatt introduced the world's first neck brace, it didn't just fill a market gap – it created one. The design addressed hyperflexion, hyperextension, and lateral and rearward forces in ways no other product had managed. Today, most of Leatt's competitors sell neck braces inspired by that first design, but none carry the same depth of research, patent protection, or biomechanical testing. The company still leads the field, holding over 30 patents and continuing to refine its technology every year.

The Leatt Lab in Cape Town

Leatt has moved into full body protection

The knee brace was launched in 2014

A LAB LIKE NO OTHER

At the heart of Leatt's operation is the Leatt Lab in Cape Town, a facility that has become synonymous with obsessive testing. Inside, a crash dummy affectionately named Martin bears the brunt of experimentation. Crafted from high-biofidelity materials like rubber, foam, and steel, Martin simulates how the human body moves, flexes, and fails under load.

Leatt's engineers don't just smash gear into walls, though. They run validated simulations and spine models using advanced tools like MSC Adams and NASTRAN (that sounded impressive to us!) They collaborate with universities in Strasbourg and Stellenbosch to refine finite-element analyses and pressure-mapping techniques. Even the way moulds flow in production is studied, ensuring consistency between design and final product.

"Our biggest learning I believe, is just how complex head and neck impact kinematics are and considering their interaction with protective apparel. There is so much work still to be done on standardising testing using multiple physical and mathematical surrogates for the human body," Dr Chris Leatt said when asked what they'd learnt over 20 years.

BY THE NUMBERS

- **20+** years of innovation
- **1,000,000+** riders protected
- **30+** patents awarded
- **15,000+** impact tests conducted
- **23** sensors in crash dummy "Martin"
- **3** global labs and partner universities
- **400+** products across Moto, MTB & adventure
- **89%** fewer neck injuries for brace users
- **69%** lower spinal injury fatalities
- **100%** rider-driven innovation

INTEGRATED DESIGN, HEAD TO TOE

Unlike most gear brands that specialise in one or two product types, Leatt's approach is holistic. Each piece of equipment is designed to work with the others – braces with armour, armour with helmets, helmets with goggles. That integration eliminates fit

What started as one man's idea to protect his son has evolved into a complete ecosystem of gear

issues and ensures consistent performance across the body.

PROOF OVER PROMISES

Leatt's claims aren't just marketing fluff. Independent studies have shown that riders using Leatt neck braces experience dramatically reduced risk of serious neck and spinal injury. One decade-long study found neck injuries were 89 percent less likely and fatalities from spinal trauma 69 percent lower among brace users. Today, Leatt is a full-spectrum safety and performance brand. Its catalogue spans more than 400 products, protecting over a million riders in more than 60 countries.

BACK WHERE IT BEGAN

Two decades on, Chris Leatt still rides. Still tests. Still walks through the Cape Town lab floors where his idea became a global standard. The company may have grown into a world leader in rider protection, but for him, it's never been about numbers or market share – it's always been about people. "I think my greatest satisfaction (and success), is in the knowing that we have found a solution to a problem, and have moved the needle on injury prevention. It is a humbling process and requires a very open mind and little ego."

The riders who walk away from crashes that should have ended differently. The parents who watch their kids ride knowing they're safer than ever before. We all know riding dirtbikes is dangerous but Leatt has managed to build something far rarer: peace of mind. ADB

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

Rear Guard

ALL THE STUFF YOU NEED TO KNOW

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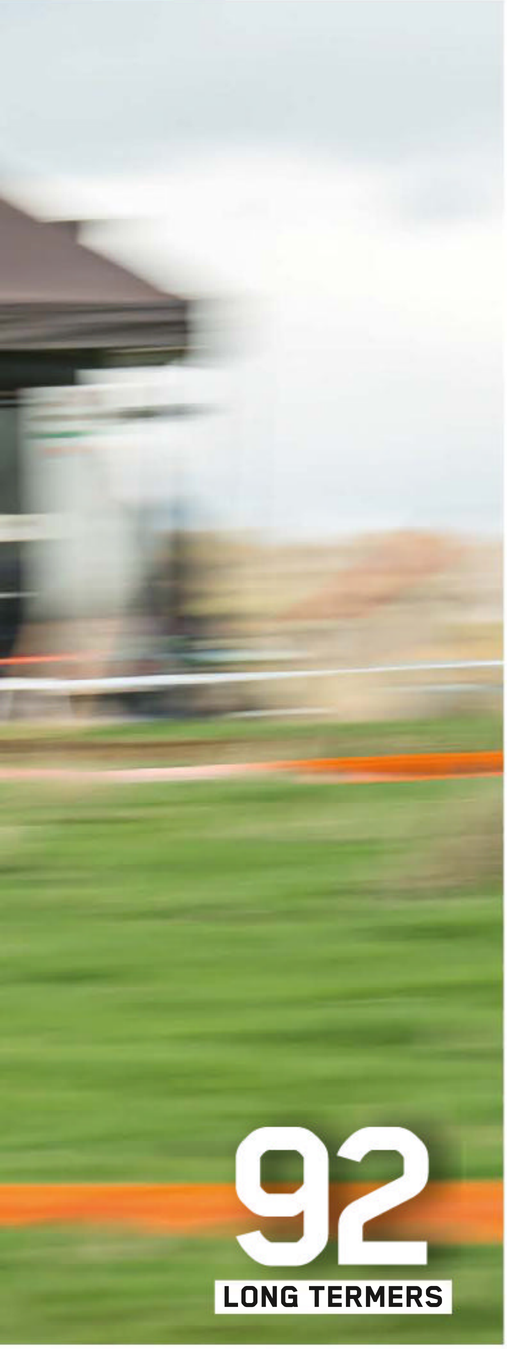

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MY26
YAMAHA
YZ
450F

BLUE BLOODED BRILLIANCE

AFTER YEARS OF RACING AND TESTING BIKES ACROSS EVERY BRAND, ONE THING'S CLEAR: YAMAHA'S LATEST YZ450F IS STILL THE BENCHMARK FOR BALANCE, POWER AND POLISH

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So far, the hydraulic clutch would have to be my favourite addition to the 2026 model

2026 YAMAHA YZ450F

RRP
$15,749
WARRANTY
N/a
DISTRIBUTOR
Yamaha Motor Australia
INTERNET
www.yamaha-motor.com.au

SO FAR

TOTAL HOURS
10
MODS NEXT MONTH
Grips

1. KYB Fork is nice and firm
2. The motor is more rideable
3. Boydy is stoked with the YZ450F

I MAKE IT no secret that the Yamaha YZ450F is a personal favourite bike of mine. I began racing Yamahas at around 12-years old and raced them right through to my senior years in ProMX and Supercross. I did do the odd year or two with Suzuki, Honda, Kawasaki and even KTM, but predominantly all my best years of racing were done on a Yamaha YZ450F. My last pro-level race on a Yamaha was before the current reverse engine generation, and while those early models had some teething issues, Yamaha has ironed them out and continued to refine the YZ450F every few years to develop it into the class-dominating machine that it is today. Honestly, you would have to be living under a rock to not know firsthand or at least have heard how good the Yamaha YZ450F is.

The YZ450F is one of those bikes that has to be ridden to be completely understood. The stability of this motorcycle in a straight line should not be paired with a motorcycle that corners well. Usually, those two things counter each other out, but somehow Yamaha has managed to make a big, fire-breathing 450 machine stable, turn well, and easy to ride while still packing a ton of power.

After the 2026 YZ450F launch, I was thrilled to hear I was going to be hanging onto the YZ as a long-term test bike. The guys at Yamaha Australia are easy to deal with and give us free rein testing and racing their motorcycles so we can give you guys a real-world review. So this is exactly what I will be doing with the YZ. I'm going to do plenty of riding and get into some local races to see how the YZ goes in the real world.

So far, the hydraulic clutch would have to be my favourite addition to the 2026 model. The new seat cover works well, and the smooth, manageable power makes riding the YZ easy, but pair that with the KYB suspension and this is going to be a hard bike to make many – if any – improvements to. The first thing I will do, though, is get rid of the hard stock grips and fit a nice set of lock-on grips that will be much more comfortable.

Mat Boyd

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MY25 SHERCO 300 SE RACING
RRP
$15,799
WARRANTY
N/A
DISTRIBUTOR
Sherco Australia
INTERNET
sherco.com.au

SO FAR
TOTAL HOURS
29
MODS THIS MONTH
Dunlop tyres

1. Wes at the Transmoto
2. 8hrs of epic conditions
3. That Dunlop tyre has real bite

MY25
SHERCO
300 SE
Racing

TRANSMOTO TEST SESSION

A FULL DAY BEHIND THE 'BAR OF THE SHERCO 300 SE RACING AT THE TRANSMOTO 8-HOUR PROVED JUST HOW CAPABLE THIS BIKE IS

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3

THIS PAST MONTH has been a big one for time on the Sherco 300 SE Racing, especially with the opportunity to race it in the 8-Hour Transmoto event in Young. The bike continues to impress with its performance, handling and adaptability in varying conditions.

I entered the bike in the Transmoto 8-Hour and prepped it with a brand-new Dunlop soft terrain sand tyre. The hook-up was unreal – particularly on the grass track sections, which were in incredible shape after 30–40mm of rain earlier in the week and more rain the night before. The result? Perfect loamy conditions, no dust and just the right amount of moisture.

There was no hard enduro in this round, so everything was flowing. I stayed mostly in second gear at the slowest point, and on the grass track we were stretching out to fourth gear wide open. The Sherco showed off some serious speed and stability at pace – it really came alive in those fast sections and handled it all with confidence.

After the race, we changed the jetting to Mitch's recommended specs (sourced via Sherco and will let you know next issue), dropping the needle clip. While there wasn't much of a bog initially, this change made a big difference. The bike gained more snap off the bottom and had a cleaner, crisper throttle response from just off idle through to the mid-range. It gave the power delivery a much more usable and responsive feel, especially in technical terrain.

We also played around more with the map switch – switching between aggressive and standard modes. It was really useful during the race, particularly when going from the fast grass track sections into the tighter, slippery tree-lined trails. The aggressive map gave the bike a sharp edge when needed, while the standard mode offered more control and traction when things got slick. Being able to change on the fly was a major advantage.

I also got a few more hours in at Redhill post-race and continue to grow more comfortable on the bike. The suspension has been spot on. While the KYB fork isn't the top-tier factory version, it has handled everything I've thrown at it without complaint.

The setup strikes a great balance between plushness and performance, and I haven't felt the need to make any major adjustments so far.

Wes Mills

The bike gained more snap off the bottom and had a cleaner, crisper throttle response from just off idle

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ELECTRIC PARTY!

WHEN JAX TURNED SIX, WE BROUGHT THE YCF W50 TO THE PARTY – AND IT WAS THE SURPRISE HIT WITH THE CITY KIDS

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YCF W50

YCF W50
RRP
$1899
WARRANTY
6 months parts only
DISTRIBUTOR
Lowry Australia
INTERNET
www.ycf-riding.com.au

SO FAR
TOTAL HOURS
15
MODS THIS MONTH
None

1. We tailored power to suit ability
2. Silent speed for city riding
3. Everyone got a go on wheels

THIS MONTH'S long-termer report isn't about trail loops or farm tracks – it's about birthday parties, sugar highs and a very brave little electric bike named the YCF W50.

Jax turned six, and instead of celebrating at the farm like we usually do, we stayed in Sydney and hosted the party at a local park. With no paddock and no moto track, we turned to the electric fleet – and of course, the YCF W50 – to deliver the thrills. What we didn't expect was just how well the YCF would hold up to three hours of absolute carnage.

We had a dozen of Jax's city friends turn up, most of them with no riding experience whatsoever. Within minutes of hopping on the YCF, they were whiskey-throttling into trees, skidding across the grass and looping it in the most cartoonish ways imaginable. It was chaos – hilarious, low-speed, grassy chaos. But the bike never flinched. Not only did it survive every crash, tip-over and wide-eyed panic stop, it didn't even run out of battery power.

What saved the day (and probably a few pairs of undies) was the adjustability. We were able to tweak the throttle response to suit each kid's ability, and we even used the little speed limiter flat-head screw next to the battery charging port to wind back the top speed and power. That feature alone is worth its weight in gold for beginners.

The brakes copped a beating, especially since every first-timer instinctively used them at the same time as the throttle, but they held up fine. Most of the kids could hold the bike up and get moving with just a bit of guidance. And Jax? He was in his element – showing off to his mates, popping wheelies, and playing lead ride like a true factory grom.

One kid nearly launched into the esky. Another managed to ride straight into the gazebo and still said it was the best party ever. We had more near misses than an MXGP first turn, but not one injury, and not one mechanical issue.

Being able to do this sort of thing – a dirtbike birthday in a city park – is something you just couldn't do a few years ago. The YCF W50, along with a few electric stablemates, made it possible. And that says a lot about how far kids' bikes have come.

More importantly, it made Jax's birthday one to remember. The YCF might've been covered in grass stains and party glitter by the end of the day, but it proved it's more than just a farm bike – it's a party-proof pocket rocket.

Mitch Lees

Birthday parties, sugar highs and a very brave little electric bike named the YCF W50

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RFN WARRIOR KIDS SX-E500

SOFTER SPRINGS

THE RFN SX-E500 CONTINUES TO IMPRESS, WITH ONE MINOR HICCUP – A SUSPENSION SETUP WE'RE STILL TRYING TO SOFTEN UP

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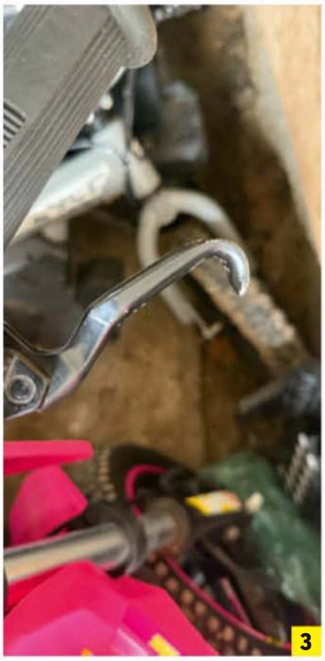
> **The map modes are a standout – we switch between them based on terrain**

RFN SX-E500
RRP
$1899
WARRANTY
1 year
DISTRIBUTOR
RFN Bike
INTERNET
rfnbike.com.au

SO FAR
TOTAL HOURS
25
MODS THIS MONTH
Bent then straightened rear brake lever

1. Mode is changed to suit terrain
2. Shock collar won't budge
3. Bent brake lever



THE LITTLE pink RFN SX-E500 just keeps delivering. Bonnie's been riding it every week, and once again, there's nothing to report on the breakdown front. Nothing snapped, nothing failed, nothing rattled loose. That's saying something when your primary test pilot is three years old.

The only thing that's even remotely failed has been the rear brake lever – and even then, it didn't break. It just bent after a particularly spirited effort to turn into a garden rock. We haven't bent it back for fear of it snapping but it's still rideable. Apart from that, this thing's bulletproof.

Battery swapping continues to be the MVP feature. Because the battery can be charged both in and out of the bike, we've been running a flawless swap system using the EcoFlow power station we're also testing. While Bonnie is out riding one battery down, we're charging the spare. By the time she's ready for a breather, the other battery is nearly topped up.

The map modes continue to be a standout too. We switch between them based on terrain. If it's bumpy or technical, we run the low-power mode to stop the throttle being too twitchy – Bonnie can't always get her feet down in time to save it, so a jerky throttle off the line can catch her out. But when it's flat and open, we throw it into Sport mode and let her fly. The range changes depending on mode, but she usually gets between 1–2 hours of riding before it's time to swap.

If there's one area we'd love to see some improvement, it's in the suspension. We know it's hard to engineer soft, long-travel suspension for a lightweight bike made for sub-30kg riders. But even so, the current setup is a bit firm for lighter kids like Bonnie. We'd happily trade a bit of bottoming resistance for a more supple, confidence-inspiring feel.

I've tried to soften things by adjusting the shock collar, but I can't get it to budge. If anyone out there has a trick to freeing up a tight shock collar on these little bikes, I'm all ears. I'm not expecting WP Cone Valve plushness, but a little more compliance would go a long way.

All up, the RFN SX-E500 continues to be a rock-solid platform for Bonnie's weekly adventures. With a little more forgiveness in the suspension, it'd be near perfect. We'll keep chasing the plush and keep logging hours.

Mitch Lees

MILWAUKEE M12 TOUGHSHELL HEATED JACKET

WE KNOW, we know… testing a heated jacket right as we roll into Aussie summer makes about as much sense as fitting gummy tyres to go riding at Finke in February. But when Milwaukee drops a runout special at the end of winter, you buy now and sweat later. So here we are, sweating bullets in the name of product testing and future comfort.

First impressions? It looks sharp. You could wear it to a jobsite, a campfire or dinner at the pub and still pass the fashion check. It's not bulky or awkward like some heated gear – just solid, stylish, and built to cop a flogging. The warmth is instant and evenly spread, with the HEXON Heat Technology reaching full toastiness in under two minutes. Controls are easy, and the rechargeable battery tucks away neatly. The fact it doubles as a USB-C power bank is genius – warms your body and charges your phone.

We'll be honest – we haven't had enough cold mornings yet to drain the battery, so longevity's still an unknown. And we're curious how that battery hump at the back will feel during long drives or while sitting around in the camp chair. Comfort-wise it's spot on so far, but we'll reserve full judgment until it's been properly tested in the elements (not sweating buckets in 30-degree heat).

A promising start for Milwaukee's latest heated jacket. It looks good enough for everyday wear, heats fast, and feels built to last. The tech is smart, the fit is spot-on, and it could become a winter staple… if we can just survive summer first. Proper review to come once the mercury drops – stay tuned.

Mitch Lees

Just Landed

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BILL
From $269
BROWSER
milwaukeetool.com.au

Used & Abused

INSTA360 X4

IT PROMISED mind-blowing footage straight out of the box, and the Insta360 X4 has mostly delivered. Since our first look in issue #549, we've kept testing it in all kinds of sketchy scenarios – trail rides, MX, farm lapsn and dodgy helmet mounts and it continues to punch above its weight in image quality and functionality.

But it's not without a few quirks, especially once you start editing or trying to keep the unit safe in the wild. Here's how it held up…

WE LIKED ▲

ONE TAKE, ALL ANGLES: The biggest win is still the "shoot first, point later" magic. You can mount it once, record your whole ride, and then pick any angle in post – front, rear, side, above… all captured in the same take. No need to redo anything. Great if you ride solo or want to avoid faffing around with multiple cameras.

"DE-WARP" MODE: That built-in mode to flatten out the fisheye look is gold. It means your clips don't end up looking like you filmed inside a fishbowl.

EASY-TO-USE APP: Swiping your finger around to pick the perfect frame or perspective in the app is oddly satisfying – and stupidly easy. The UI is intuitive, and even if you're tech-illiterate, you'll get the hang of it fast.

DECENT' BAR MOUNT: We've been using the bar mount, and once tightened to the max, we've worked out it now holds strong and doesn't move or spin around and start hanging – even on

rough singletrack. You can mount it just about anywhere: helmet, 'bar, crash bars, chest rig. But when using the 'bar mount, remember to do it up like you're going to snap it (it won't, well ours never did). It will need to be tighter than you think not to wiggle to the narrower part of the 'bar and come loose.

WE DIDN'T LIKE ▼

TOP-HEAVY DESIGN: That height gives you great field of view but can make the setup feel a little unbalanced. It's especially noticeable when helmet-mounted – a low-hanging branch could ruin your day and your lens.
BULBOUS LENSES: The huge curved lenses look beautiful but are prone to getting scratched. They're just waiting to cop a rock chip or barbed wire flick. The included guards help, but we're still nervous.
EDITING WISH LIST: We'd love a feature in the app that would export a video based on where you moved your finger while viewing/editing a video At the moment you have to pick an angle and stick with it.

VERDICT

The Insta360 X4 still feels like a cheat code for action footage. It's not perfect – and it demands a bit of storage space and lens paranoia – but for riders who want to capture everything without thinking, it's unbeatable. Just get a good mount, take care of those lenses, and enjoy the "how'd you film that?" reactions. ***Mitch Lees***

GET IT HERE

Insta360 Official Store,
Amazon, and
select retailers
BILL
$747.99
BROWSER
store.insta360.com

Used & Abused

GET SX1 ECU

WE HAVE BEEN running a GET ECU on our Honda CRF250R test bike for more than 20 hours. Apart from the GET ECU, the Honda is completely stock standard and doesn't have any more than a few clicker adjustments here and there. The GET ECU plugs in easily and fits neatly where the original ECU was located. It then has a wiring harness that runs to the front of the motorcycle to mount a Wi-Fi signal box and a handlebar map switch. This allowed us to not only select between different maps and levels of launch and traction control on the handlebars but also access the ECU through the WiGET app to swap and change maps as we felt necessary.

WE LIKED ▲

FITMENT: Fitment took no more than 10 minutes. It is relatively easy to mount the new ECU, wiring harness and the handlebar map switch.
RESPONSE: Instantly there was a big improvement to the throttle response and low-end power. We were also quickly and easily able to advance the low-end timing through the WiGET app to even further improve the bottom-end power.
WIGET APP: The WiGET app with Wi-Fi connectivity is a really useful tool. Not only can you adjust and customise maps, but you can also select between preprogrammed maps to better suit your style and track conditions. It also gives you the ability to check sensors and trouble codes, as well as being able to adjust launch control, traction control, and even recalibrate the throttle-position sensor.

WE DIDN'T LIKE ▼

CABLING: To be perfectly honest, it was quite hard to actually come up with something to complain about. The only thing I can really think of is the wiring harness that runs from the ECU to the handlebars. As it is a universal cable to fit many different makes and models, the cable is a little extra long and you have to wrap some up and cable-tie it out of the way to hide it and keep everything neat and tidy. It's not really much of a problem, but that's about all I've got.

VERDICT

I'll be honest, there are cheaper ECUs on the market, but they don't offer anywhere near the adjustability or features of the GET ECU. Many other ECUs require an expensive computer program and cabling to connect, but the Wi-Fi connection through the WiGET app allows you to hook up to the ECU and make changes and adjustments yourself without having to pay an engine tuner to gain access to your ECU. If you aren't up for doing your own tuning, there are still preprogrammed maps you can select from in the app to customise your bike's power. There is certainly greater value for money in the GET ECU system. ***Mitch Lees***

GET IT HERE

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$1499.95
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CONTACT
(07) 3451 1300

REVERSE-TANKED YAMAHA

EASY FUEL-TANK REMOVAL ON YAMAHA YZ AND WR INJECTED MODELS

THE REVERSE-HEAD
Yamaha YZs and WRs have a fiddly system to remove the petrol tank thanks to the fuel injection system.

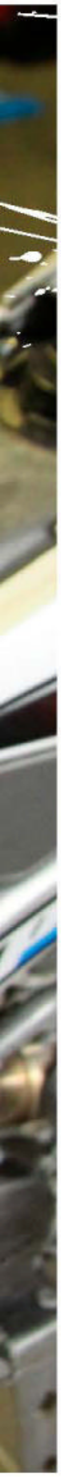
Components include the fuel pump wiring plug, then a plastic retaining clip on the fuel hose plug and, finally, the "quick-release" fuel plug itself.

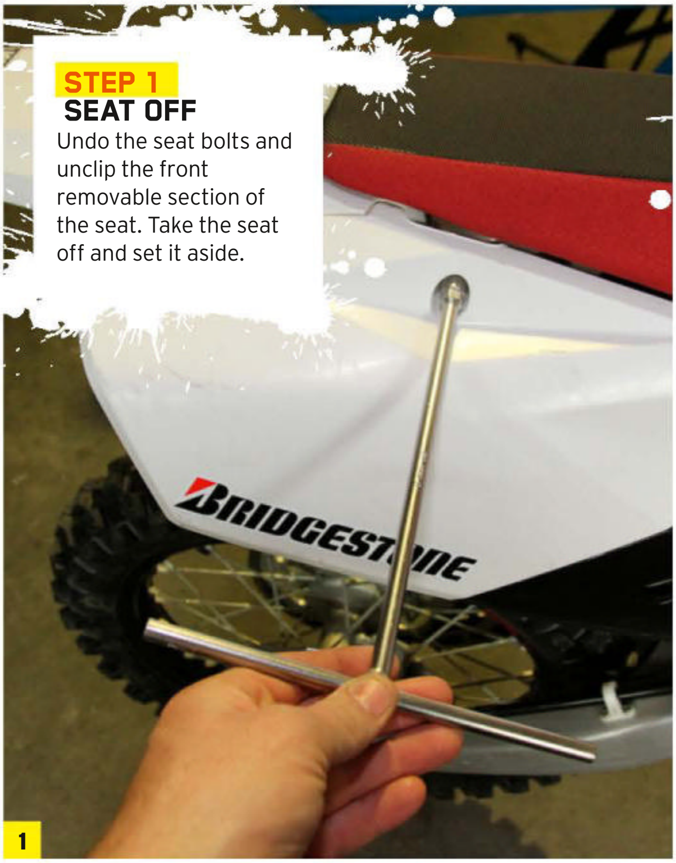
All of these components need to be removed while trying to hold the fuel tank with your other arm.

Instead of trying to remove the plugs and clip, turn the tank around backwards and position it on the subframe so you can still get to the rocker cover and work on the engine without the tank being in the way.

TOOLS

TOOLS 8MM T-BAR, 10MM T-BAR, OCKY STRAP



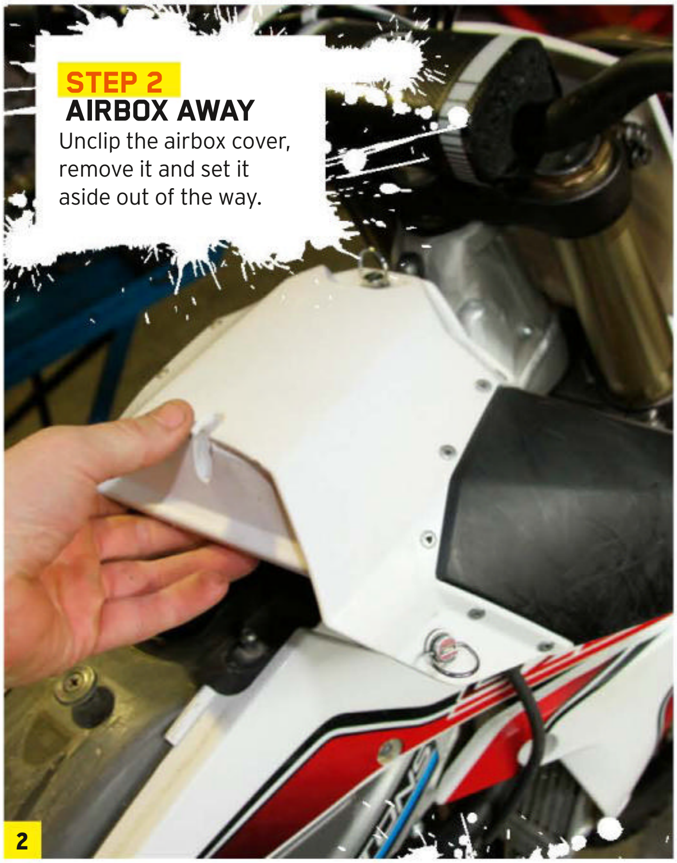


1

STEP 1

SEAT OFF

Undo the seat bolts and unclip the front removable section of the seat. Take the seat off and set it aside.

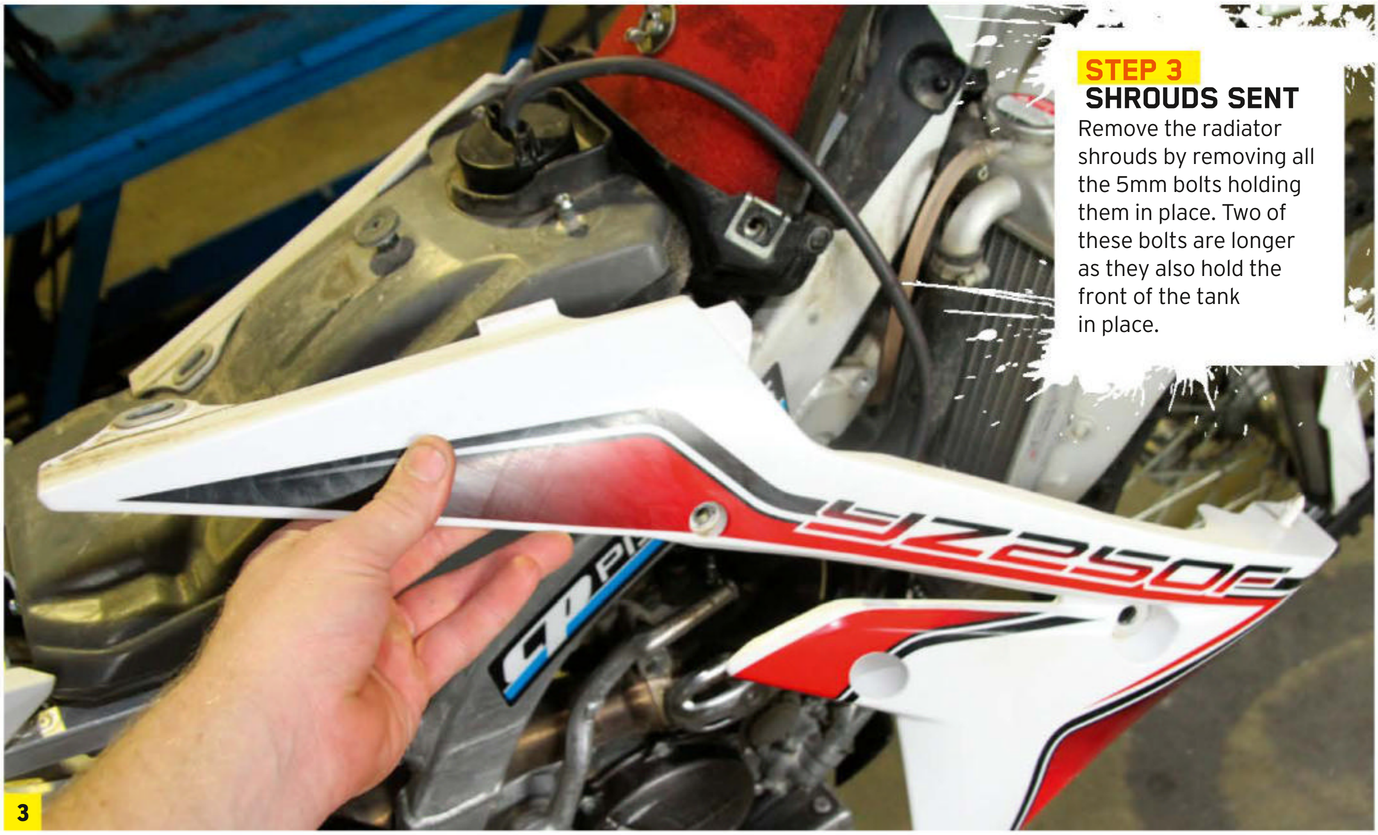


2

STEP 2

AIRBOX AWAY

Unclip the airbox cover, remove it and set it aside out of the way.

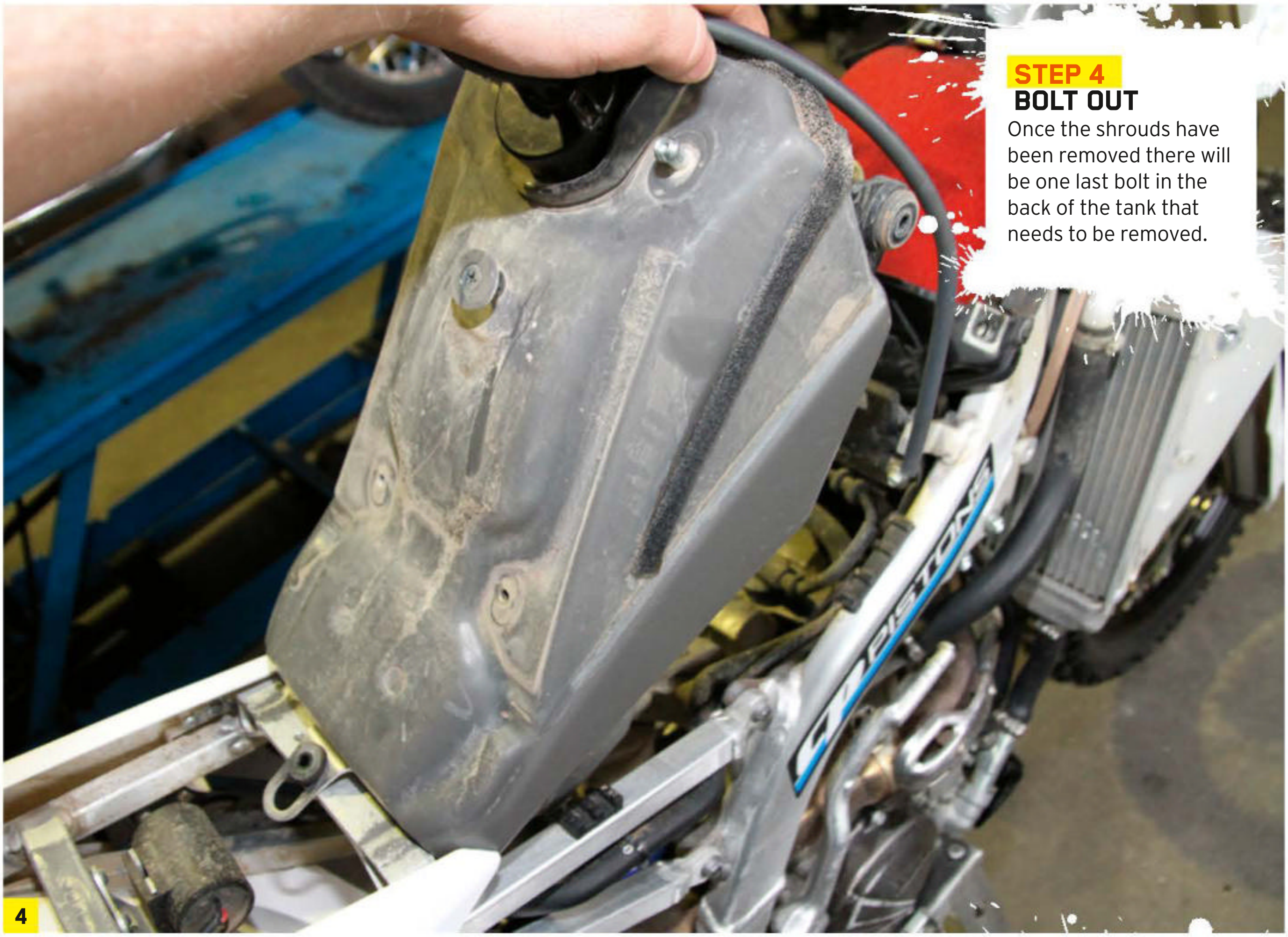


3

STEP 3

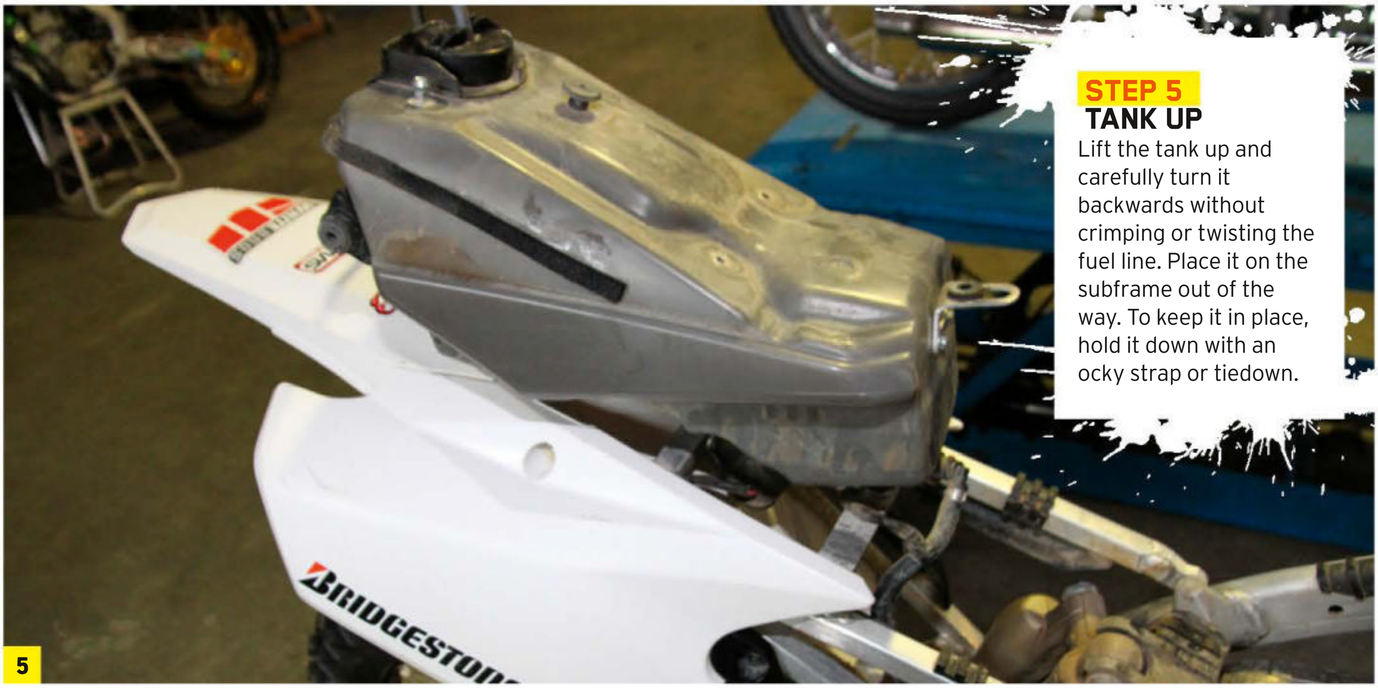
SHROUDS SENT

Remove the radiator shrouds by removing all the 5mm bolts holding them in place. Two of these bolts are longer as they also hold the front of the tank in place.


4

STEP 4
BOLT OUT

Once the shrouds have been removed there will be one last bolt in the back of the tank that needs to be removed.


5

STEP 5
TANK UP

Lift the tank up and carefully turn it backwards without crimping or twisting the fuel line. Place it on the subframe out of the way. To keep it in place, hold it down with an ocky strap or tiedown.

DOS

1. Do rotate the tank instead of removing it completely – turn the fuel tank backwards and rest it on the subframe so you can still access the rocker cover without disconnecting the fiddly fuel system.

2. Do secure the tank properly – once turned around, use an ocky strap or tiedown to hold it in place and prevent movement while you work.

3. Do handle fuel lines carefully – lift and rotate the tank slowly, keeping an eye on the hose to avoid kinking, twisting, or stretching the quick-release connection.

DON'TS

1. Don't disconnect unnecessary plugs or clips – avoid removing the fuel pump wiring plug, hose clip, or quick-release fitting unless absolutely required.

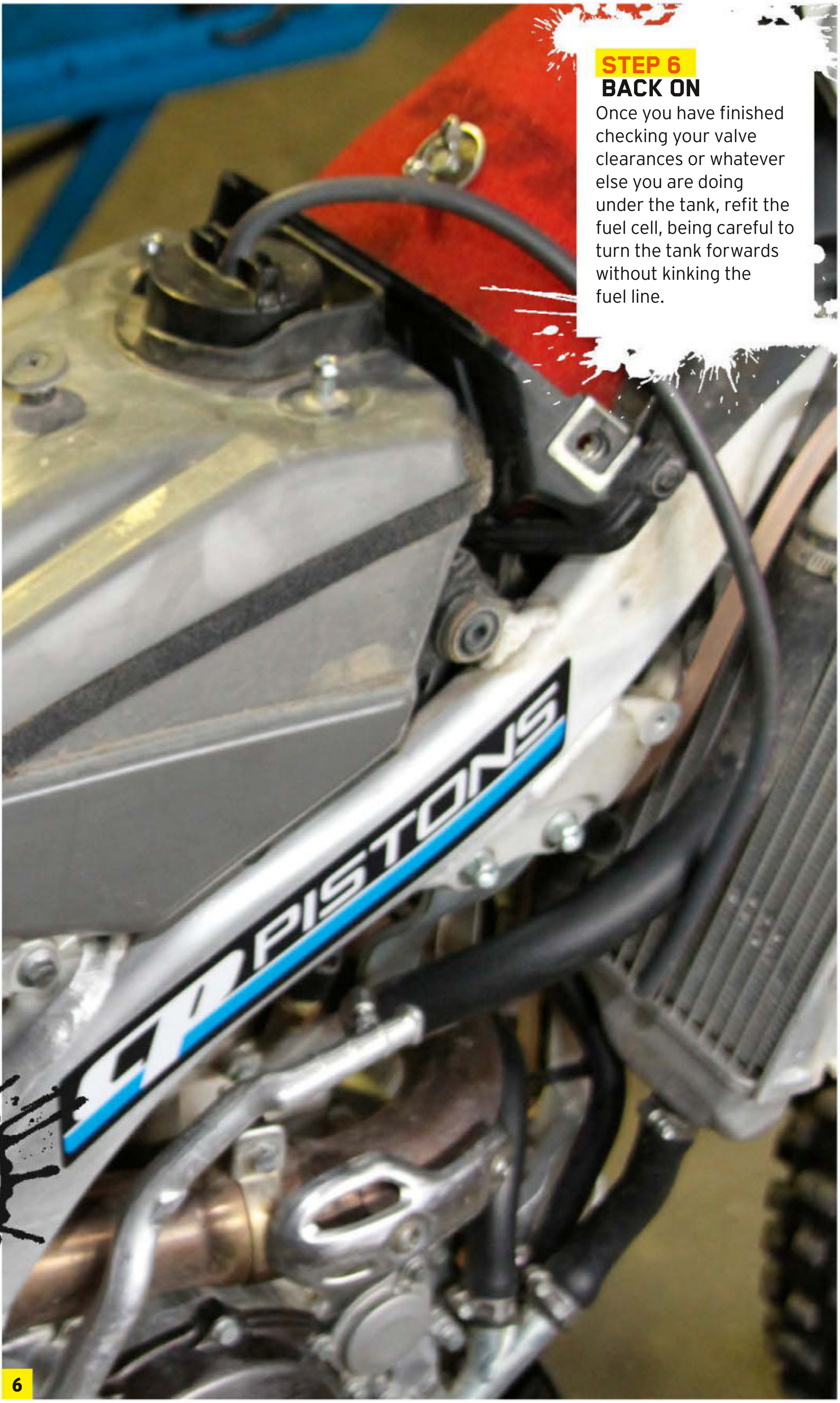
2. Don't force the tank – never yank or twist the tank against resistance; the plastic fuel fittings are fragile and expensive to replace.

3. Don't refit hastily – when reinstalling, make sure the tank is aligned correctly and fuel lines aren't pinched before tightening bolts and clips.

WARNING

Be careful not to twist the fuel line or crimp it in any way. The rubber hose should rotate in the quick-release fitting, not twist.

Technical Editor Mat Boyd



6

STEP 6
BACK ON

Once you have finished checking your valve clearances or whatever else you are doing under the tank, refit the fuel cell, being careful to turn the tank forwards without kinking the fuel line.

CHEAP TRICK

STIFF LIPS

TROUBLE ✗

Quite often with old bikes the rubber manifolds or the airbox boots become hard and shrink. This makes them really difficult to fit as the rubber will no longer stretch.

TRICK ✓

Take a heat gun or hair dryer and warm up the rubber. This will make the rubber softer and allow you to stretch it to make it much easier to fit. Be careful not to cook it or you will make the rubber burn or melt. You want it to be warm but still be able to touch it.

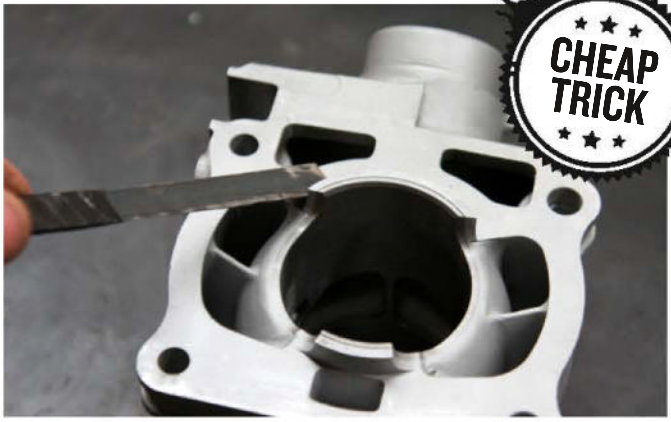
DIFFICULTY:
★★★

TIME:
5 MINUTES

COST:
$30 FOR DRYER

TOOLS:
HEAT GUN OR HAIR DRYER

CHEAP TRICK



SCRAPER BLADE

TROUBLE ✗

Gasket scrapers are great but they can be big, bulky and difficult to get in and around narrow gasket surfaces.

TRICK ✓

Take a broken hacksaw blade and wrap some electrical tape around one end to make a handle. Then, using a grinder or sharpening stone, grind a cutting edge into the other end of the blade. Hacksaw blades are cheap and because they are thin they can get into tight spaces. You can re-sharpen them as many times as you like on the stone or grinder, as long as you don't get them too hot.

DIFFICULTY:
★

TIME:
2 MINUTES

COST:
$2

TOOLS:
HACKSAW BLADE,
ELECTRICAL TAPE

FREE TRICK

SOAK IT

TROUBLE ✗

Sometimes dirty carburettor jets need soaking to loosen up the dried fuel or gunk that is that is blocking them. You don't want to use a large container or you will waste carby cleaner just filling it up and small containers can be hard to come by around the shed.

TRICK ✓

Use the lid of the carby cleaner spray can to soak the jets. Block the breather hole in the cap with some glue or Blu-tack, place the jets in the cap, fill it up with carby cleaner and let the jets soak.

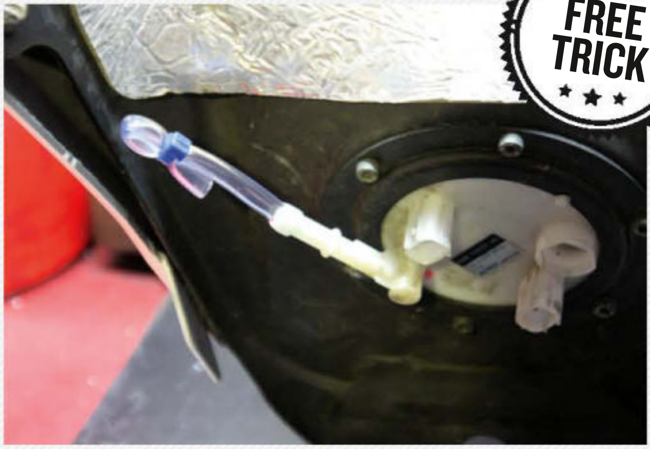
DIFFICULTY
★★

TIME:
3 MINUTES

COST:
$0

TOOLS:
CARBY CLEANER,
GLUE

FREE TRICK



PLUG IT UP

TROUBLE ✗

When you remove the tank from a fuel-injected bike, there is a fuel outlet in the bottom of the tank that often gets dropped in the dirt or on a dirty bench. This can lead to dirt or other foreign matter getting into the fuel line and blocking the injector.

TRICK ✓

Take a piece of fuel hose, fold the end over and cable tie it to block the end. Keep it in your toolbox and every time you remove your fuel tank slide it over the fuel outlet pipe before putting the tank down.

DIFFICULTY
★

TIME:
2 MINUTES

COST:
$0

TOOLS:
RUBBER FUEL HOSE,
CABLE TIE

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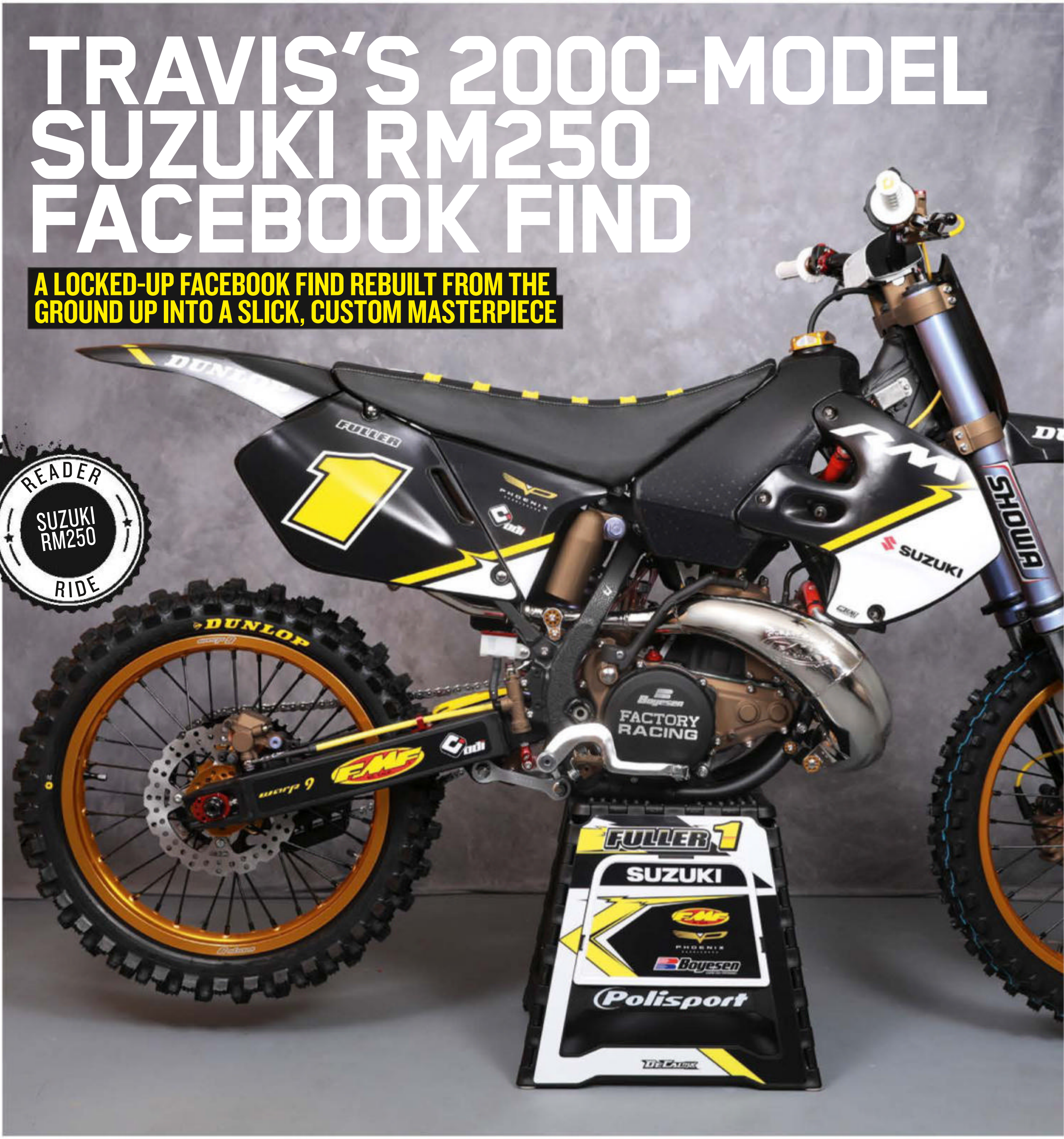
JOHN STAMNAS
PERFORMANCE MOTORCYCLE PRODUCTS

TRAVIS'S 2000-MODEL SUZUKI RM250 FACEBOOK FIND

A LOCKED-UP FACEBOOK FIND REBUILT FROM THE GROUND UP INTO A SLICK, CUSTOM MASTERPIECE

READER RIDE
SUZUKI RM250



I BOUGHT THE bike off Facebook, about two hours away from me. It had a locked-up engine when I got it, so the first step was tearing it down to see what went wrong. The piston was broken, and the cylinder was scored and gouged. I sent the cylinder to Millennium Technologies to be replated and to have the piston and head matched. That job kicked off what would become a full-blown rebuild.

I stripped the bike down to the frame – every nut and bolt came off. I rebuilt and replaced all the brake components and suspension using All Balls Racing and

FACTORY RACING

FACTORY RACING

THE LAST ZOOK

THE 2000 RM250Y was one of the later versions in Suzuki's legendary RM250 line. Coded "Y," it represented a refined point in the model's evolution before the two-strokes began to fade from factory racing.

Powered by a 249cc two-stroke single-cylinder engine producing roughly 45hp, the RM250Y weighed around 97.5kg wet. It used a 5-speed gearbox and Suzuki's PEI (Pointless Electronic Ignition) system, which gave the engine its signature snappy throttle response. The engine featured a six-port scavenging design with a power reed valve for smoother delivery across the rev range. The chassis had matured by this point, offering a good balance between stability and agility – something riders still rave about today.

The RM250 series ran from 1976 to 2008, and the 2000 model sits right in the sweet spot: the peak of development before emissions laws and four-stroke dominance took over.

South African motocross legend Greg Albertyn raced a factory-prepped 2000 Suzuki RM250 during the AMA Pro Motocross season that year. His No. 1 machine was tuned and maintained by long-time mechanic Joe Maurer.

Albertyn had just come off his 1999 AMA 250 Motocross Championship – Suzuki's first major US outdoor title since the mid-1970s – and the 2000 RM250 carried the weight of that success. The bike was built using extensive factory components: titanium bolts, race-spec suspension and a finely tuned engine aimed at reducing weight and improving throttle precision.

Although Albertyn's 2000 season was interrupted by injury – he broke his femur during the supercross series – he returned to compete in the outdoor nationals aboard the RM250, showing flashes of the same speed and determination that earned him his title before retiring at the end of the year.

Race Tech parts. Every bearing, bushing and seal in the bike was swapped out, and I added nickel hardware throughout from Specbolt.

I replaced the levers, radiator hoses, brake and clutch lines, and the rear master cylinder clevis with parts from AS3 Performance. For handlebars, I went with Phoenix, paired with ODI lock-on grips – hands down my favourite setup. I also added a few bolt-ons from Works Connection.

Decals were a tough decision, but the guys at Decal Works made the process easy and enjoyable. Tyres were a no-brainer – I always run Dunlop. I went with Warp9 wheels and hubs for their customisation options. Exhaust-wise, I fitted an FMF header pipe and shorty silencer – I've always liked their systems. To give it a little extra punch, I installed Moto Tassinari VForce reed valves.

I had the carb cerakoted and then polished the top and bowl to a mirror finish. I topped it all off with a Thrill Seekers seat cover, which is sticky and feels great. A heap of the bike's parts were also cerakoted, and that finishing touch really brought the whole build together – giving it a unique look that reflected my own design and style.

THE BASICS

WHO?
TRAVIS FULLER
WHAT IS IT?
SUZUKI RM250
WHERE DID YOU BUY IT?
FACEBOOK MARKETPLACE
HOW MUCH?
TRAVIS ISN'T TELLING

5 THINGS WE DIDN'T KNOW ABOUT THE BIKE

1. I took a lot of time using Pryme MX cleaning wheels to clean and polish every part you see – and even the ones you can't.

2. For the cerakote colours, I wanted to create a look that reflected my own unique design.

3. The graphics from Decal Works feature a matte finish with my custom design.

4. I used nickel hardware throughout the entire bike.

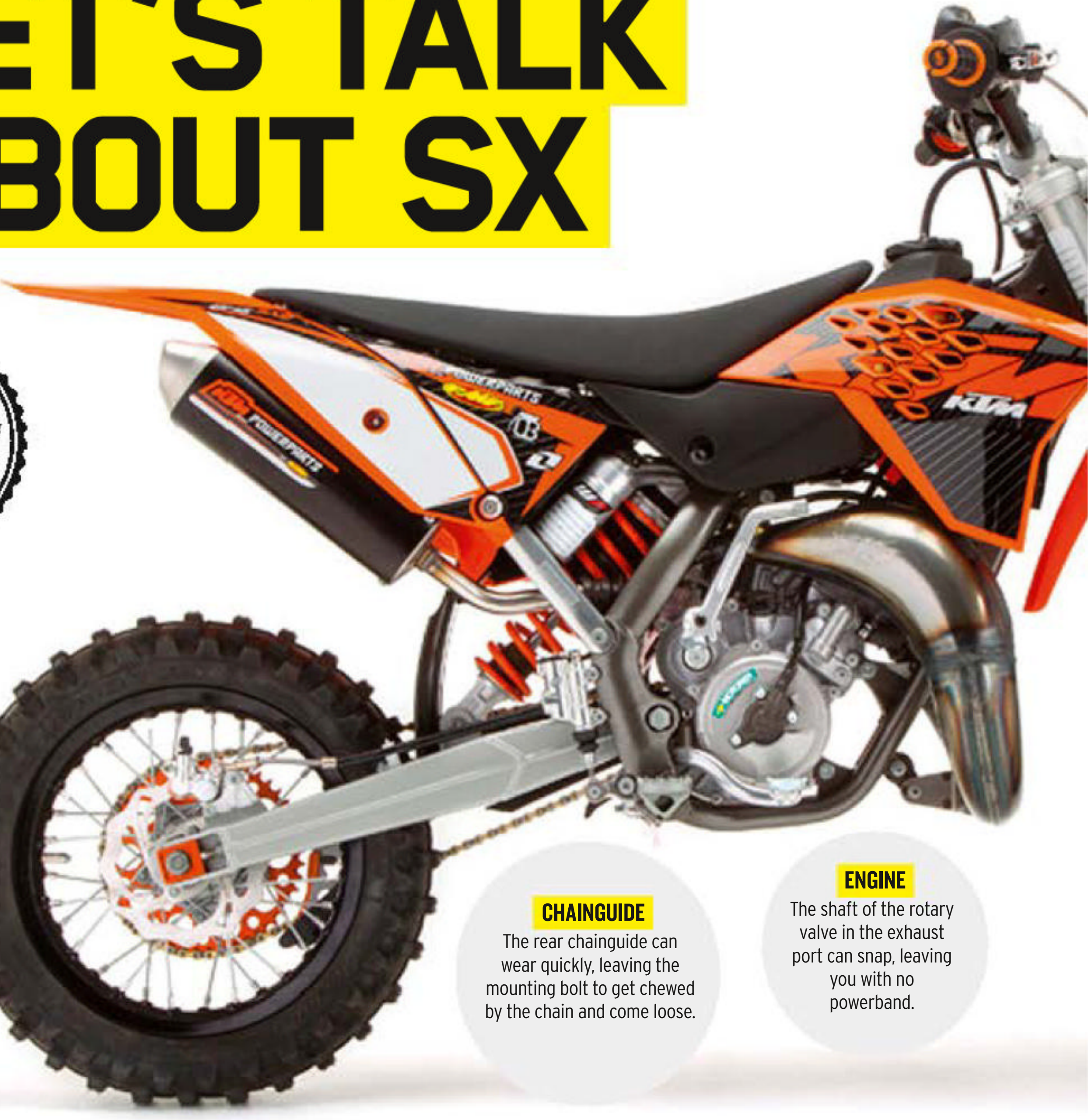
5. The front fender and number plate are from a 2010 RM-Z250.

LET'S TALK ABOUT SX

USED

2013-2015 KTM 65 SX

RIDE



CHAINGUIDE

The rear chainguide can wear quickly, leaving the mounting bolt to get chewed by the chain and come loose.

ENGINE

The shaft of the rotary valve in the exhaust port can snap, leaving you with no powerband.

WHEN IT COMES to the 65cc class it's hard to beat KTM's 65 SX. There's Kawasaki's KX65 of course, but the suspension on that is not as good.

The KTM has an upside-down fork and PDS shock which provide suspension that is miles ahead of its rivals. So it's no wonder that when you take a look at the start line of a junior motocross there's a sea of orange in the 65cc class.

The 65 SX has a hydraulic clutch which makes it easier for kids coming up from autos to operate and the engine is fitted with a rotary exhaust valve. The power valve is operated by gas pressure in the exhaust system.

As the bike revs up, pressure builds in the exhaust, a diaphragm is pressurised and the power valve is lifted. This gives the bike smoother power delivery.

When it comes to a secondhand KTM 65 always look for one that has been well maintained as major repairs on these bikes can add up to quite a few dollars. Most racers change the gearbox oil after every ride as well as cleaning the air filter.

Motocross bikes like the SX need to be well maintained to pass scrutineering so racers are often better looked after than bikes being ridden around in the bush or on the farm. For this reason I would not necessarily steer clear of a race bike just because of the myth of never buying an

WEIGHT

The KTM 65SX weighs about 55.3kg dry, so dad can use it to practice his dead lifts.

SUSPENSION

The KTM is equipped with WP suspension – a 35mm USD fork and PDS shock.

WHEELS

Steer clear of blasting the wheel bearings with the pressure washer as there are no dust seals.

ex-race bike.

The wheel bearings on these bikes are prone to wearing out as they are not protected by dust seals in the hubs, only by the seals in the bearings.

Another common problem on the 65 is chainguides. They often wear quickly and if the lower chainguide near the rear sprocket wears too far the chain will touch the mounting bolt and causes it to come lose.

A more severe, but less likely, problem I see with SXs is broken power valves. The rotary valve's shaft in the exhaust port snaps, the valve shuts and the engine won't hit the power band.

I have seen many people lock the power valve wide open but I am not a big fan as it ruins the bottom-end power as well as making the powerband much narrower without actually giving the bike any more top-end. If you are buying a bike that has had the power valve locked, check to see how it was done as reversing the process may be costly.

Tech Ed Mat Boyd

NEW

2013 $5995
2014 $5995
2015 $6295

SECONDHAND

2013 $4000-$4700
2014 $4300-$5100
2015 $4600-$5500

Prices according to redbook.com.au

MARKET EQUIVALENT

2013-2015
Yamaha TT-R110
$2000-$2800

2013-2015
Kawasaki KX65
$3200 - $4500

2013-2015
Honda CRF110
$2000 - $2800

2015
Cobra CX65
$4800 - $5700

PW50

NEW MODEL DIRT BIKE

KIDZ RIDE

YAMAHA PW50 - MY26

Price: $2699

WHEN IT COMES to kids' bikes, it's hard to look past Yamaha's legendary little PW50 - the machine that's been teaching kids to ride for more than four decades.

This thing's built for one purpose: getting groms hooked on two wheels. The 49cc two-stroke engine is as simple as they come - no gears, no clutch, just twist the throttle and hang on. Parents can keep things in check thanks to an adjustable throttle stop that limits top speed, and the fully enclosed shaft drive keeps maintenance (and chain grease) to an absolute minimum.

At just 41 kilos, the PW50 is light enough for little tackers to pick up after a tumble and small enough to fit in the back of a ute without breaking a sweat. The 22mm front fork and dual rear shocks soak up backyard bumps, while the optional training wheels mean even first-timers can get rolling without tears.

It's the kind of bike that turns Sunday arvos into lifetime memories - and probably starts more motocross careers than anything else on the planet.

Key Features:

- **49cc air-cooled, reed-valve two-stroke single**
- **Fully automatic gearbox - no shifting required**
- **Adjustable throttle stop for controlled speed**
- **Enclosed shaft drive for low maintenance**
- **22mm telescopic fork (60mm travel)**
- **Dual rear shocks (50mm travel)**
- **Optional training wheels available**

The PW50 might be small, but its legacy is massive - and any parent who's ever seen their kid light up behind those blue 'bars knows why. Check out your local Yamaha dealer for details.

FK
FREESTYLE KINGS LIVE
WORLD TOUR

FREESTYLE KINGS – 2026 AUSTRALIAN TOUR

Freestylekings.com

IF YOU RECKON you've seen everything a dirt bike can do, think again. Freestyle Kings Live isn't your run-of-the-mill show - it's full-throttle chaos wrapped in pyros, fireballs and backflips big enough to make your spine tingle.

Headlined by the modern-day daredevil himself, Robbie Maddison, and his two young rippers Kruz and Jagger, the lineup reads like an all-star roll call. You've got 10-time X Games gold medallist Rob Adelberg, world champs Clinton Moore and Pat Bowden, BMX triple backflip lunatic Harley Allen, and Ellie Chew repping the ladies with serious airtime. Add another dozen of the best FMX and BMX athletes on the planet and you've got one wild night out.

This isn't just a show - it's a full-blown experience. Expect fire cannons, music that rattles your ribs, crowd stunts and VIP meet-and-greets for the fans who want to get up close to their heroes. Whether you're five or 65, you'll be on the edge of your seat the entire time.

TOUR LOCATIONS & DATES

- **8 February 2026: Hobart, TAS**
- **14 February 2026: Horsham - VIC**
- **15 February 2026: Ballarat, VIC**
- **21 February 2026: Canberra, ACT**
- **22 February 2026: Griffith, NSW**
- **28 February 2026: Albury, NSW**
- **7 March 2026: Gosford, NSW**
- **14 March 2026: Coffs Harbour, NSW**
- **21 March 2026: Sunshine Coast, QLD**
- **28 March 2026: Gold Coast, QLD**
- **4 April 2026: Orange, NSW**
- **30 May 2026: Cairns, QLD**
- **6 June 2026: Mackay, QLD**
- **7 June 2026: Rockhampton, QLD**

For further information and tickets, go to freestylekings.com

FIST HANDWEAR – CH27 – YOUTH GLOVES

Fisthandwear.com.au
Available in sizes: XXS, XS, S, M, L

FIST HANDWEAR'S new Chapter 27 range is here, and it's as loud as a full-throttle holeshot. The colours pop, the patterns slap and the vibe is pure Fist.

Underneath the fresh designs, these gloves still do what they've always done best: keep you connected to your 'bar. The four-way stretch twill spandex upper keeps things light and flexible, while the single-layer Clarino palm gives that crisp feel every rider wants. No padding, no bulk – just grip and go.

They've even thought about the real-world stuff. Conductive thread in the thumb and index finger means you can check your phone or grab a quick mid-ride photo without peeling them off.

Light, comfy and built for flogging bikes, not keyboards – Chapter 27 proves Fist still knows what riders actually want. Designs in Chapter 27 include:

- Caroline Buchanan Sprinkle Fades
- R-Willy Mango Madness
- Build
- Hard Court

Indi Hooper says: I love Fist Gloves! I have worn Fist Gloves for the past six years. They are comfortable, durable and they also look great. I'm loving the new designs and colours in the CH27 range. My favourite design would have to be the Caroline Buchanan Sprinkle Gloves. They are bright and girly, and who doesn't love donuts?!

STATE OF ORIGIN AT MXGP

THE INAUGURAL MA Motocross State Challenge was held over the first two days of the MXGP of Australia in Darwin on 19-20 September. Across six fiercely contested motos, riders traded blows for both individual and state honours on the technical 1.61km Hidden Valley track.

Qld won the MA Motocross State Challenge title by combining scores from the MX85 and MX3 classes. WA and NSW filled the remaining podium spots.

In MX85, Qld led by 40 points after the opening moto and maintained control to score a dominant victory.

Sidney Stephenson (GASGAS) led the charge, finishing with a consistent 3-3-2 scorecard to claim second overall behind the outstanding Ollie Birkitt (KTM, WA), who went 1-2-1. Declan Smart (GASGAS, SA) completed the top three with 4-8-5 finishes.

Reigning MX85 ProMX Champion Blake Bohannon (Yamaha, NSW) scored 2-1-DNF for 19th. He the inaugural MX85 lap record of 1m52.672s in moto two.

Ky Woods (Yamaha, NSW) pulled off a three-race clean sweep in MX3. Riley Burgess (KTM, NSW) and Sonny Pellicano (Yamaha, WA) rounded out the podium, and Kayden Strode (Honda, Vic) was third in race three.

NSW edged out WA by four points to win MX3, with Qld finishing third.

"What an amazing three days... and to see the world's best riders performing in Australia again after a long 24 years was a momentous occasion," said MA CEO Peter Doyle.

AUSTRALIAN MXW MOTOCROSS CHAMPIONS FIND A WORD

A	K	L	M	R	U	F	O	J	M
U	N	F	Q	T	Y	E	K	L	M
S	B	B	V	L	S	M	X	W	O
T	F	L	Y	H	G	A	K	L	O
R	T	B	S	F	I	L	Y	D	R
A	O	R	U	T	L	E	D	G	E
L	P	O	U	J	L	V	Y	P	I
I	Q	W	Y	Y	E	Q	I	D	S
A	Z	N	O	I	S	W	R	I	O
N	C	H	A	M	P	I	O	N	G
Q	X	R	M	J	I	Q	W	B	F
S	F	D	A	R	E	S	F	H	I
A	H	B	V	C	A	N	N	O	N
R	I	Q	W	G	R	U	S	A	X
P	R	U	M	M	X	Y	L	Q	F

PRUMM	GILLESPIE
DARE	RUTLEDGE
BROWN	MOORE
CANNON	FEMALE
MOTOCROSS	CHAMPION
AUSTRALIAN	MXW

BIKES FROM THE DAYS WHEN DINOSAURS ROAMED THE PITS.

YAMAHA IT175E

HERITAGE
YAMAHA IT175E
RIDE

YAMAHA WAS the first of the Japanese manufacturers to release a genuine enduro model with the IT400C, soon following it with other capacity models. *Trail and Track* tested the second-generation IT175E, which followed its predecessor so closely that they never got the chance to throw a leg over the D model. The few minor faults in the D were addressed with the E – such as the kickstarter stop, which wore out and allowed the lever to swing too far from the stowed position. There were also some alterations to the shafts for first and second gears, and the airbox was completely redesigned.

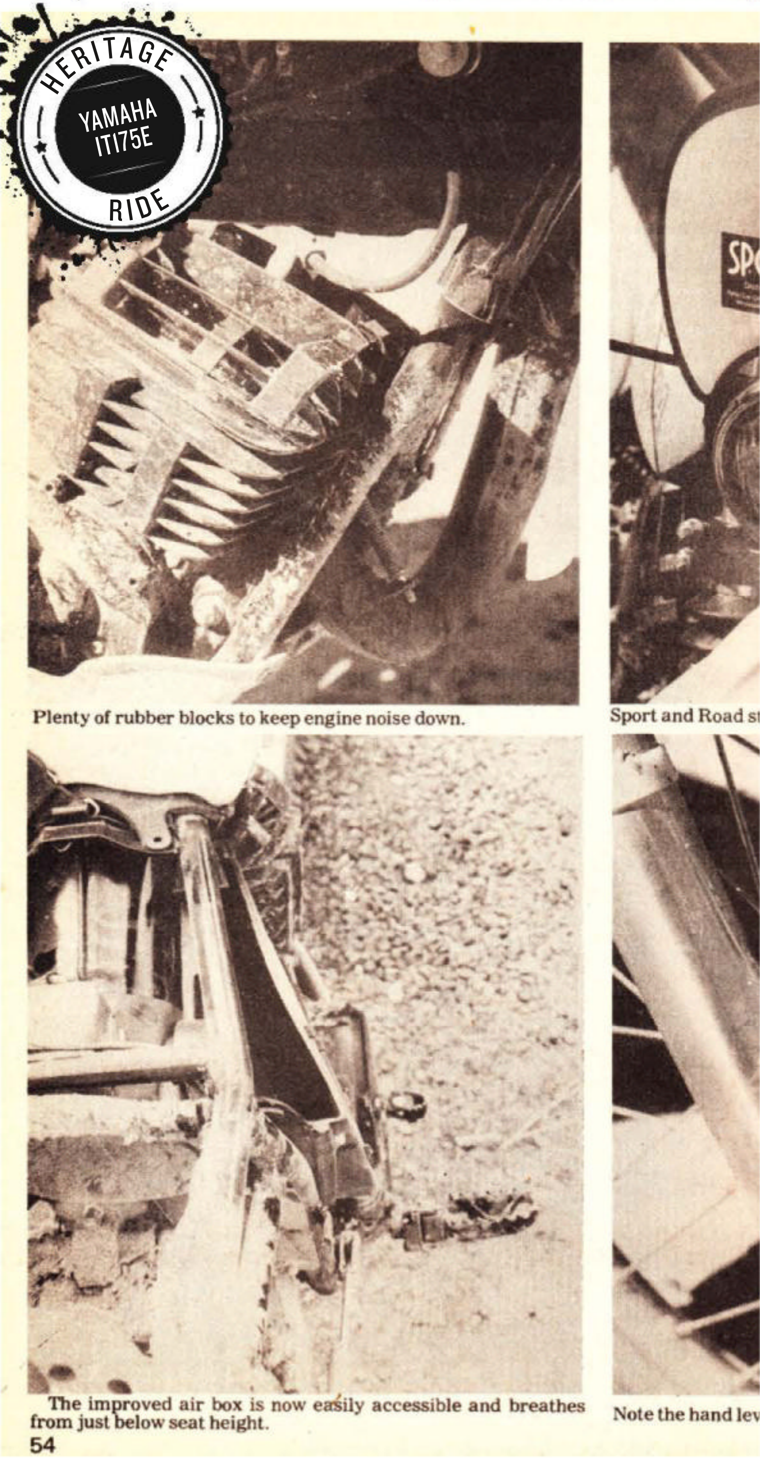
The air-cooled 171cc two-stroke engine featured a radial-finned head, a bore and stroke of 66mm x 55mm, and ran on a 20:1 premix fed from a 9.5L tank through a 34mm Mikuni and a four-petal reed valve. The six-speed gearbox had the countershaft mounted close to the swingarm pivot to minimise variations in chain tension. Ignition was by CDI, and suspension travel was 195mm from the leading-axle fork and 185mm from the rear monoshock.

Both axles were fitted with grab bars for easy removal, with the rear using a quick-detach system that allowed the axle to remain in place when the wheel was removed. A zip-up tool bag sat behind the seat, while both guards and the tank were plastic. The half-width drum brakes were SLS type with a 130mm diameter and were said to work well. Folding tips were fitted to both the brake pedal and gear lever. Optional harder or softer springs were available for the fork, and twin-rate springs came standard at the rear. The Kayaba gas/oil monoshock was mounted inside the frame backbone, and rebound and compression damping were adjusted via a screwdriver through an access hole in the frame. The only damping adjustment for the fork was through changing oil type.

The IT175E tracked and steered well, with a "neutral feeling and turned quickly but was still stable in a straight line." Rear damping was said to be well sorted for an enduro bike, although heavier testers recommended firmer front springs. The tester at the time reported that the engine had plenty of low-end power for a 175 and accelerated smoothly and quickly from slow speeds, with a sharp increase in power at 6000 rpm before peaking shortly after. To quote directly: "The engine becomes one of the most useable 175 motors about – docile, clean and punchy in the low rev ranges, and higher up with enough zap to give a lot of 250s a fright."

The only negative encountered was some exhaust leakage where the header pipe met the barrel, leaving burnt oil residue on the pipe – known as "splooge" back in the day – and it was a fairly common occurrence for two-strokes of the era. In summing up, the tester stated he liked 175s because they always seemed to be the right size – lighter than a 250, yet powerful enough to take you anywhere, faster for longer. The only competition in the class came from KTM, which was much more expensive, making the Yamaha a clear class winner in his eyes.

Heritage Editor Warren Jack



Plenty of rubber blocks to keep engine noise down.

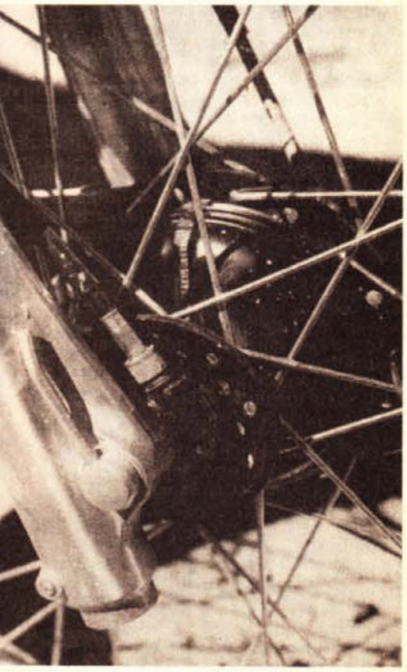
Sport and Road st

The improved air box is now easily accessible and breathes from just below seat height.

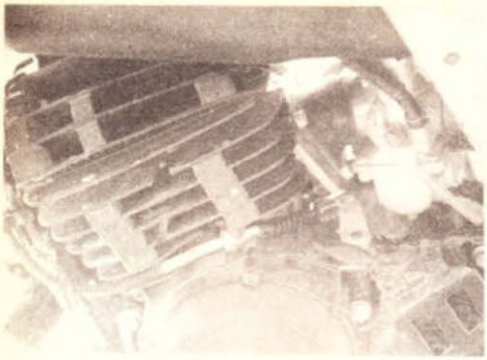
Note the hand lev

54

sticker is not standard equipment.

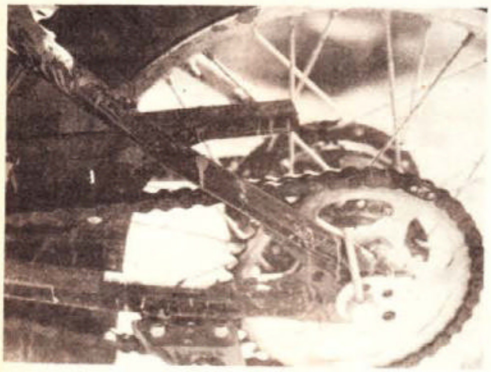


ever to make wheel removal a one tool job.

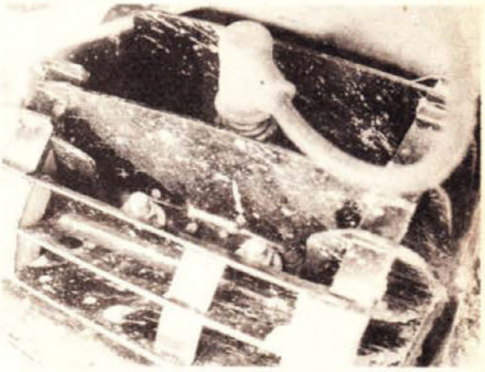


Carby is angled to the left.

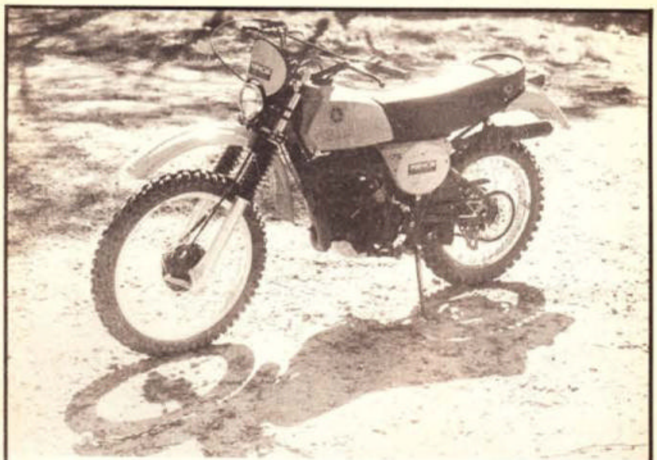
Exhaust leaked a lot.



Quick detachable hub.



Wide cylinder head finning.



MAKE	Yamaha
MODEL	IT175
PRICE	$1,199
CATEGORY	trail/enduro
engine	2 stroke
induction	reed valve
bore x stroke	66 x 50mm
capacity	171cc
compression ratio	7.4:1
starting	primary kick
ignition	C.D.I.
lubrication	20:1 petrol/oil
cylinder liner	cast iron
poston over sizes	4
carburettor	34mm Mikuni
TRANSMISSION	6 speed
clutch	wet multiplate
ratios (internal) 1	3.090
2	2.066
3	1.500
4	1.191
5	1.000
6	0.840
primory reduction	3.227
final reduction	3.416
ratios (overall) 1	34.06
2	22.77
3	16.53
4	13.12
5	11.02
6	9.25
RUNNING GEAR	
frame	semi, double cradle
castor	58 degrees
trail	144mm (5.67 in.)
suspension (front)	telescopic fork
travel	195mm (7.68mm)
damping	oil
suspension (rear)	monoshock
wheel travel	185mm (7.28 in.)
damping	gas/oil
tyre (front)	300 x 21 4 ply
(rear)	410 x 18 4 ply
Brakes (front)	130mm s.l.s.
(rear)	130mm s.l.s.
DIMENSIONS	
length	2160mm (85 in.)
width	900mm (35.4 in.)
height	1,140mm (44.9 in.)
seat height	800mm (31.5 in.)
wheelbase	1,385mm (54.5 in.)
ground clearance	240mm (9.4 in.)
weight	97.5 kg (215 lb.)
tank capacity	9.5 litres

Enduro Test:

Yamaha have modified the few teething problems their first IT175 had, and thus released the E model. As we were about the only mob who never got around to testing the first one we decided to get in line first. So here it is.

IT 175

THE BASICS

WHAT
YAMAHA IT175E
WHEN
NOVEMBER 1977,
TRAIL & TRACK NO. 50
PURPOSE
ENDURO
HOW MUCH
$1199

TALKING POINT

WHAT HAPPENED BACK THEN...

- Across the Pacific in the 2015 Lucas Oil Pro Motocross Championships Ryan Dungey took home the 450 title and Jeremy Martin the honours for the 250 class with Aussie Hayden Melross finishing his rookie year in 20th.

- In the Slovakia ISDE Chucky Sanders was the highest finishing Junior Trophy rider, winning the E3 class while Tayla Jones, Jess Gardiner and Jemma Wilson not only scored the Women's Trophy but the top three spots overall in the class.

- Motorcycling Australia was looking for a full-time CEO after the resignation of Dale Gibson who had only held the position since May 2014.

- Aussie Speedway star and U21 World Champion Darcy Ward was hospitalised after a crash in Poland, caused by clipping the back wheel of another competitor and landing on his neck causing severe spinal injuries.

- Toby Price had roadbook issues at the Atacama Rally in Chile losing an hour and 40 minutes in penalties, while teammate Mathias Walker went on to win the five-day event.

FlashBack

NOVEMBER 2015, ISSUE NO. 434, 180 PAGES, $9.50

THE RESERVE BANK of Australia cut the cash rate to 2.25 per cent – an historic low – in an attempt to stimulate the economy. Surfer Tadashi Nakahara died after a great white shark attack near Ballina, NSW. Patties Foods recalled Nanna's brand frozen berries after an outbreak of Hepatitis A caused by contaminated fruit. The ABC's *Four Corners* aired allegations that rabbits, piglets and possums had been used as live bait while training racing greyhounds. Disgraced entertainer Rolf Harris was stripped of his Australian honours. American streaming service Netflix launched in Australia. The Project co-host Carrie Bickmore won the Gold Logie at the 57th TV Week Logie Awards. The films *Last Cab To Darwin* starring Michael Caton and Jacki Weaver, and *Mad Max: Fury Road* starring Tom Hardy, Charlize Theron and Hugh Keays-Byrne were released.

australasian DIRT BIKE

2016 METAL THRASHED!

FIRST HONDA CRF450R TEST IN OZ!

KAWASAKI KX450F AND KX250F SAND TESTED

THE BANGER'S BACK!

YAMAHA'S 250cc 2T ENDURO RETURNS

ISDE DRAMA

The truth revealed, and our Juniors and Womens succeed

DR650 BUDGET BUILD

MX NATS HIGHS & LOWS

TOUGHEST MX DECADE

NOVEMBER 2015

ADBMAG.COM.AU

ON THE COVER:
The boss man Editor Mitch Lees leaps some logs on the new 2016 Yamaha YZ250X.

Top Tests

SMOKING IN THE BUSH

SMOKING IN THE BUSH, YAMAHA YZ250X

THE TWO-STROKE YZ250X differed from its motocross-oriented sibling, the YZ250, to make it a more bush-friendly mount. It had a grippier seat, the rear wheel was reduced from 19 inches to 18 inches, and the exhaust was narrower to improve clearance.

Gearbox ratios were widened but jetting was unchanged from the motocross model. The liquid-cooled engine was reed-valve inducted, offering a blend of crisp power and tractable delivery.

It was not ADR-compliant, but alighting kit was available for Rec Rego. KYB suspension offered 300mm315mm travel front/rear. The fuel tank held 8 litres, seat height measured 970mm, and ground clearance was 361mm. The YZ250X weighed 104kg wet and retailed for $10,499.

SPECIAL K, KAWASAKI KX450F

KAWASAKI SAID this was the fastest MX1 machine on the market, so Lee Hogan put it to the test. Updates included a new seat, more top-end power, and 3kg weight reduction to 108.7kg. Rearward-facing air intakes reduced dust intake and an optional calibration kit allowed riders to fine-tune the engine through seven preset maps.

Hogan liked the KX's agility, front-end feel and front brake. Negatives were the uncomfortable seat and grips, and the engine's lack of bottom-end punch.

The KX450F cost $11,199 and came with Showa suspension, a five-speed gearbox, 6.3-litre fuel tank, Keihin 43mm EFI, 345mm ground clearance and 960mm seat height.

Top Reads

AGONY & ECSTACY

SIX-DAYS IN SLOVAKIA

AGONY & ECSTASY, 2015 MX NATIONALS

IN THE 2015 season Kirk Gibbs claimed the MX1 crown after fending off a hard-charging Kade Mosig. The CDR Yamaha team dominated with the most race wins and overalls thanks to Mosig and Dan Reardon, while also taking home the MX2, MXD, and Rising Star Rookie categories.

Penrite Honda's Ford Dale retired mid-season and Cody Cooper failed to feature among the front runners.

Elsewhere, Matt Moss suffered a horrific crash during qualifying when he collided with a Bobcat on his Superpole lap, breaking his leg just below the knee, fracturing his wrist, and sustaining a concussion. Jake Moss was sidelined after breaking his leg in the USA, only to re-injure it upon returning to Australia during practice.

SIX DAYS IN SLOVAKIA, 2015 ISDE

THE 2015 ISDE ended in chaos with Australia's clean sweep of all three trophies – the World, Junior, and Women's – initially snatched away by a disputed ruling which dropped France from second place behind Australia to outside the top 10, giving the Aussies a comfortable buffer.

Team Australia rode conservatively to protect their lead but the French protested and were allowed to continue. This placed France in the lead. Australia appealed the decision, and although the ruling was overturned in their favour after the event, the team had already walked off the podium when the French were declared winners. History would later vindicate the Australians, confirming them as rightful champions across all three categories.

Ads back then

THOR 16
HEAVY IS NOT FAST
STOP SABOTAGING YOUR MOTOS

HEAVY IS NOT FAST
Thor was pushing the lightweight of its Verge helmet as a way to add speed to your riding – the less weight on your head the better when riding motocross.

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Kawasaki
WIN! A KAWASAKI KX250F
OVER $23,000 IN PRIZES
BONUS!
EVERY PURCHASE OF $100 OF HITACHI TOOLS GETS YOU AN ENTRY INTO THE DRAW.

WIN A KAWASAKI KX250F
Blackwoods was offering a chance in a draw for a KX250F to anybody who bought $100 worth of Hitachi tools, and the first 1500 also got a free pit crew shirt.

YAMAHA
3 YEAR WARRANTY
$3000
OF IN STORE CREDIT WHEN YOU PURCHASE A YAMAHA FZ, FX OR SUPERJET

WATER SPORTS
Yamaha was giving a whopping wedge of in-store credit to all who purchased one of its PWCs, starting with $1000 on a Superjet and maxing out at $3000 on the FZS.

THREE WHEELER CHAMPION

FROM SIDECAR CROSS SWINGER TO MUSEUM CURATOR, JOHN STEYNTJES KEEPS THE RECORDS STRAIGHT

FIVE MINUTES WITH JOHN STEYNTJES

You got into the sport by a different route to most, is that right?
Yes, it is. I didn't get into the sport until I was 20, and I started out straight away as a sidecarcross passenger rather than on solos like most riders.

My parents wouldn't let me ride but my cousins – the Fanderlinden brothers – raced sidecars and after my first ride as a passenger at a club event, I was hooked. I fell in love with the sport and the challenge of being a passenger, which is incredibly physical – I never looked back.

Motocross is one of the most demanding sports in the world, and sidecarcross is even tougher. I've always been a sidecar passenger – never raced solos or even owned a street bike. Occasionally, I'd take a turn as the driver during the off-season, as understanding each other's role on the outfit made for smoother teamwork.

How successful were you?
I won the 1983 West Australian Sidecar Championship with Mick Wimmer, my second regular driver, and later partnered with Cliff Cook from 1985 to 1989, winning the WA Championship in 1987, '88, and '89, along with four podium finishes at the National Championships. In 1986, I spent most of the year in Europe racing with Cliff, so I didn't compete in Australia that season.

What type of outfits were you swinging from?
The first outfit I raced was a 650cc Yamaha twin in an English-built Wasp frame (1981). Later, I rode a Dutch-built EML frame with a Yamaha 998cc twin (1983–84) and a VMC frame with a CR500 Honda engine (1985–88).

Two-stroke outfits were easier to swing from, especially in longer races, due to their lighter weight and better suspension. The EML Yamaha was a beautiful machine, but my favourite to race was the VMC Honda.

Does any race stand out in your memory?
The 1987 National Championship in Smithton, Tasmania stands out as one of my best memories. Cliff Cook and I battled fiercely with Brian Stewart and Kim Demarte – multiple Australian Champions – for the lead in the first 20-minute plus one-lap moto of the 500 class.

They passed us at the start of the last lap, but we took the lead back immediately and held it to the finish. We finished third in the second moto after a poor start, ending up second overall by just one point, and also scored third in the unlimited class that day.

I'VE ALWAYS BEEN A SIDECAR PASSENGER – NEVER RACED SOLOS OR EVEN OWNED A STREET BIKE

Are there any events that you never got to tick off your bucket list?

I don't have many regrets, but not winning a National Title still stings a little – it would've been a nice addition to the résumé.

Sidecar motocross isn't a large sport in Australia, and racing at a national level required a lot of travel. Being based in Perth meant countless long drives across the Nullarbor Plain.

I competed nationally for nine years but never made it to the very top step. Sadly, there's no Australian Sidecar Motocross Championship today, and that side of the sport has all but disappeared, though it's still alive in vintage motocross and remains massive in Europe. (Editor's note: Take a look at European sidecar motocross on YouTube – it's insane and terrifying in equal measure. These men are brave.)

Are you still competing?

I stopped racing 35 years ago, at age 30, when marriage and family took priority.

I remained involved with the sport, though, serving as Chairman of the WA Motocross Committee from 1987 to 1993 and sitting on the marketing committee for Australia's first-ever World Motocross of Nations in 1992 and the World 125cc Championship in 1993, both held at Manjimup. I even published the race programs for those events.

After stepping away for many years while raising my two daughters, I reconnected with the sport during COVID. I noticed there was no single place documenting the history of Australian motocross or listing the champions, so I founded the Australian Motocross History website. It's still growing, drawing up to 35,000 visitors a month and more than 8500 Facebook followers.

More recently, I produced a YouTube documentary on the famous Harley Scramble, held at the Rope Works Circuit in Mosman Park, WA, from 1928 to 1964.

The event peaked in 1955 with a record crowd of 20,000 spectators when it ran alongside the Australian Championships.

Heritage Editor Warren Jack

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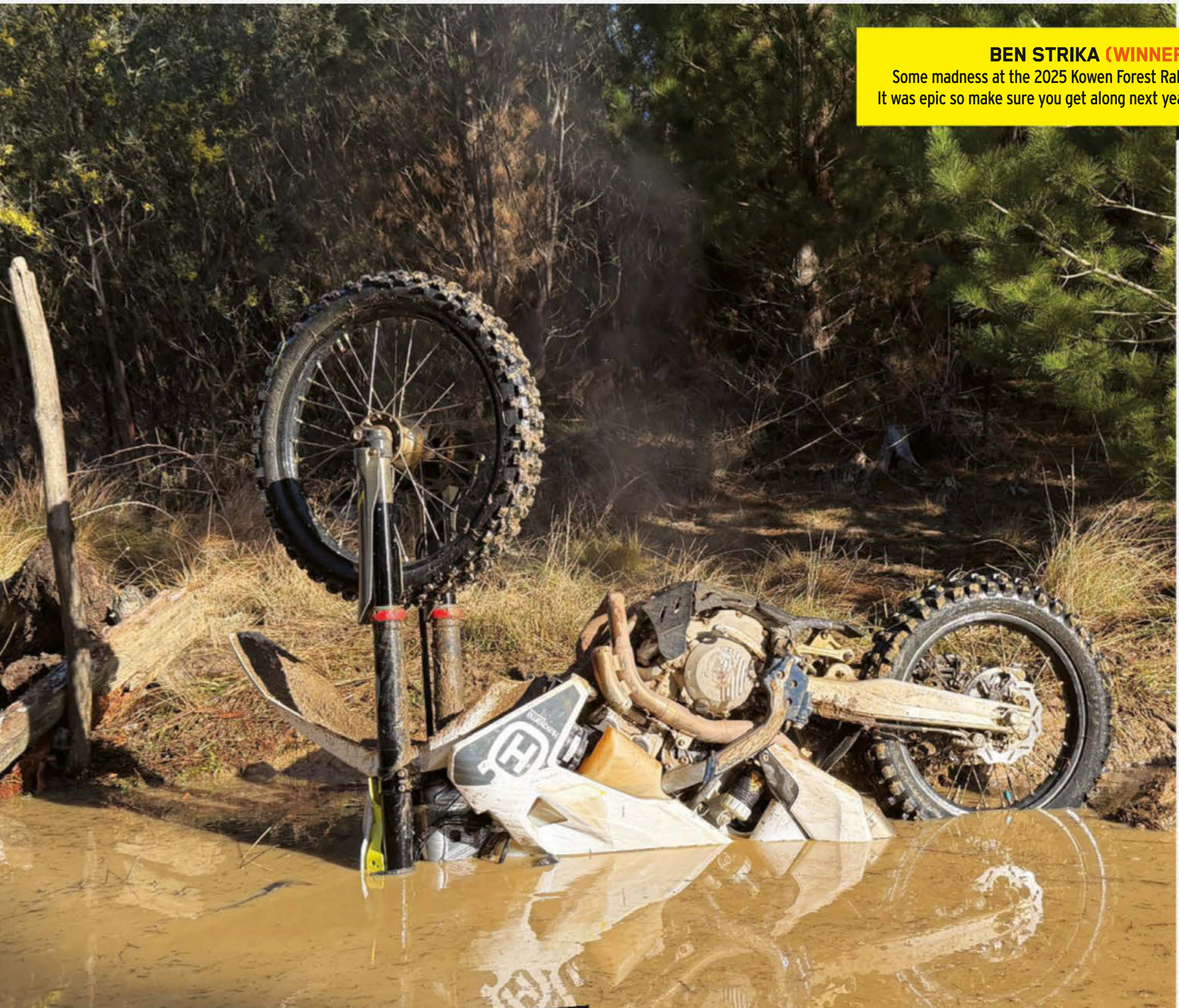
JEFF BRIGGS
Just wanted to highlight these legends I saw at MXoN. They kicked arse! Blake Bohannon, Hudson Francis and Stella Harding.



BEN STRIKA (WINNER)
Some madness at the 2025 Kowen Forest Rally. It was epic so make sure you get along next year!

CONGRATS, BEN

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ENGINE T TWO-STROKE F FOUR-STROKE E ELECTRIC

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
APRILIA					aprilia.com.au	0414 410 627
Tuareg 660	A	F	820	15	I	$23,540
BENELLI					benelli.com.au	(03) 9387 8827
TRK251	A	F	800	18	B	$6,690*
TRK502	A	F	800	20	I	$9,990*
TRK502X	A	F	850	20	I	$10,690*
BETA					betamotor.com.au	(07) 3518 4000
RR125 Enduro	E	T	930	9.5	P	$13,795*
RR200 Enduro	E	T	930	9.5	P	$15,095*
RR250 Enduro	E	T	930	9.5	P	$15,295*
RR300 Enduro	E	T	930	9.5	P	$16,625*
RR350 Enduro	E	F	940	9.1	I	$15,895*
RR390 Enduro	E	F	940	9.1	I	$16,395*
RR430 Enduro	E	F	940	9.1	P	$16,395*
RR480 Enduro	E	F	940	9.1	P	$16,895*
RR125 Racing	E	T	930	9.5	I	$14,995*
RR200 Racing	E	T	930	9.5	I	$16,795*
RR250 Racing	E	T	930	9.5	P	$17,195*
RR300 Racing	E	T	930	9.5	P	$18,395*
RR350 Racing	E	F	940	9.1	P	$17,795*
RR390 Racing	E	F	940	9.1	P	$18,295*
RR430 Racing	E	F	940	9.1	P	$18,295*
RR480 Racing	E	F	940	9.1	P	$18,795*
XTrainer 250	T	T	910	8.5	I	$13,495*
XTrainer 300	T	T	910	8.5	I	$13,995*
RX300	M	T	940	9.5	E	$14,245*
RX450	M	F	945	9.5	E	$14,945*
BMW					bmwmotorrad.com.au	1800 813 299
F800GS	A	F	815	15	I	$16,685*
F900GS	A	F	860	15	I	$21,655*
F900GS Adventure	A	F	860	15	I	$22,965*
R 1250 GS	A	F	850	20	E	$27,640*
R1250GS Rallye	A	F	850	20	E	$31,410
R1250GS Rallye X	A	F	890	20	E	$31,750
R 1250 GS Adventure	A	F	890	30	E	$29,850*
R1250GS Adv. Rallye	A	F	890	30	E	$33,430
R1250GS Adv. Rallye X	A	F	880	30	E	$33,320
R1250GS Adv. 40 Year GS	A	F	890	30	E	$34,965
R 1300 GS	A	F	850	20	E	$28,280*

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
CFMOTO					cfmoto.com.au	(03) 9918 8000
450MT	A	F	820	N/A	I	$9490*
800MT Touring	A	F	825	19	I	$14,990*
800MT Touring LE	A	F	825	19	I	$16,490*
800MT Explore	A	F	825	19	I	$16,990*
CROSSFIRE					crossfiremotorcycles.com	(02) 9822 8899
CF50	P	F	560	3	B	$1,399
CF70	P	F	549	2.6	B	$1,376
CF110	P	F	770	3.0	B	$1,699
CF125	P	F	770	3.0	B	$1,836
CF140	P	F	830	5.2	B	$2,141
CF250	P	F	860	6.3	B	$2,753
CFR300	P	F	930	6.5	B	$3,995
DUCATI					ducati.com.au	(02) 9741 3000
Scrambler Desert Sled	S	F	860	13.5	I	$19,500*
DesertX	A	F	875	21	E	$26,400*
DesertX Rally	A	F	910	21	E	$36,800*
Multistrada V4 Rally	A	F	840	22	E	$41,600*
GASGAS					gasgas.com	1800 644 771
MC-E 2.12	M	E	470	N/A	B	$3,495
MC 50	M	F	684	2.3	I	$6,215
MC 65	M	F	750	3.5	I	$7,815
MC 85SW	M	F	850	5.2	I	$9,215
MC 85BW	M	F	890	5.2	I	$9,335
MC 125	M	F	950	7.0	E	$11,825
MC 250	M	T	956	7.0	E	$12,885
MC 250F	M	F	956	7.0	E	$12,915
EC 300	E	T	956	8.5	E	$15,995
EX 300	XC	T	956	8.5	E	$14,495
EC 350F	E	F	956	8.5	E	$15,615
MC 450F	M	F	956	7.0	E	$13,975
EC 500F	E	F	956	9.0	E	$ 16,555
HARLEY-DAVIDSON					harley-davidson.com	(02) 9886 0600
Pan America Special	A	F	869	21.2	I	$28,995
HONDA					motorcycles.honda.com.au	1300 146 632
CRF50F	P	F	548	2.6	B	$2,598
CRF110F	M	F	667	4.0	B	$3,998
CRF125F	P	F	735	4.3	B	$5,098
CRF125FB	P	F	785	4.3	B	$5,498

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AG-XR190	T	F	823	12	B	$5,798
CRF150R	M	F	866	4.3	I	$8,598
CRF250F	T	F	884	6.0	I	$7,998
CRF250R	M	F	951	6.3	I	$13,598
CRF250RX	M	F	964	8.0	I	$13,598
CRF300L	T	F	875	7.7	I	$9,277
CRF300 Rally	A	F	895	12.8	I	$10,513
CRF450R	M	F	960	6.3	P	$14,498
CRF450RWE	M	F	960	6.3	P	$17,598
CRF450RX	M	F	960	8.5	P	$14,698
CRF1100A Africa Twin	A	F	870	18.8	E	$24,783
CRF1100 Adventure Sports	A	F	900	24.2	E	$28,079

HUSQVARNA

husqvarna-motorcycles.com.au 1800 644 771

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
EE 2.12	M	E	470	N/A	B	$3,495
TC 50	M	T	684	2.3	I	$6,295
TC 65	M	T	750	3.5	E	$7,895
TC 85SW	M	T	850	5.2	E	$9,385
TC 85BW	M	T	890	5.2	E	$9,495
TC 125	M	T	939	8.0	E	$13,215
FC 250	M	F	950	7.0	P	$14,425
FE 250	E	F	950	8.5	I	$16,495
TC 250	M	T	939	8.0	E	$14,375
TE 300	E	T	939	8.5	P	$18,165
TE 300 Pro	E	T	939	8.5	P	$20,345
TX 300	E	T	939	8.5	P	$16,255
FE 350	E	F	939	8.5	P	$17,675
FE 350 Pro	E	F	939	8.5	P	$19,795
FC 450	M	F	939	7.0	P	$15,595
FE 450	E	F	939	8.5	P	$18,055
FE 501	E	F	939	8.5	P	$18,755
701 Enduro	E	F	920	13.0	I	$20,795*
Norden 901	A	F	854	19.0	I	$26,270*
Norden 901 Expedition	A	F	854	19.0	I	$28,495*

KAWASAKI

kawasaki.com.au (02) 9684 2585

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
KX65	M	T	760	3.8	I	$5,599
KX85	M	T	840	5.5	I	$7,099
KX85L	M	T	870	5.5	I	$7,299
KLX110R	P	F	680	3.8	B	$3,249
KLX110RL	P	F	730	3.8	B	$3,549
KX112	M	T	870	5.0	I	$7,949
KLX140R	P	F	780	5.8	B	$5,049
KLX140RL	P	F	800	5.8	B	$5,549
KLX150BF SE	T	F	870	6.9	B	$4,749
KLX230 S	T	F	885	7.5	B	$6,949
KLX230R S	T	F	925	6.6	B	$6,499
Stockman	P	F	830	9.0	B	$6,649
KLX250	T	F	890	7.7	B	$7,449
KX250	M	F	950	6.2	P	$13,899
KX250X	E	F	945	6.2	P	$14,049
KLX300R	T	F	925	7.9	I	$7,749
KX450	M	F	950	6.2	P	$14,899
KX450X	E	F	950	6.2	P	$14,999
KLR650	A	F	870	23.0	I	$10,099
KLR650 Adventure	A	F	870	23.0	I	$10,999

KTM

ktm.com.au 1800 644 771

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
SX-E 2.12	M	E	470	N/A	B	$3,495
SX-E 5	M	E	665	N/A	I	$10,395
50 SX Factory Edition	M	T	558	2.3	I	$7,115
50 SX	M	T	684	2.3	I	$6,295
65 SX	M	T	750	3.5	I	$7,895
85 SX SW	M	T	850	5.2	I	$9,385
85 SX BW	M	T	890	5.2	I	$9,495
125 SX	M	T	850	8.0	I	$12,995
250 EXC-F	E	F	960	9.0	I	$16,025
250 SX	M	T	950	7.5	P	$14,155
250 SX-F	M	F	950	7.0	P	$14,195
250 XC	T	T	950	8.5	I	$14,885
300 EXC	E	T	960	9.0	P	$17,625
300 EXC Six Days	E	T	960	9.0	P	$19,475
300 EXC Hard Enduro	E	T	960	9.0	P	$20,745
300 XC	T	T	950	8.5	P	$15,995
350 EXC-F	E	F	960	9.0	P	$17,165
350 EXC-F Six Days	E	F	960	9.0	I	$19,245
350 SX-F	E	F	950	7.0	I	$14,995
450 EXC-F	E	F	960	9.0	P	$17,525
450 EXC-F Six Days	E	F	960	9.0	P	$19,695
450 SX-F	M	F	950	7.0	P	$15,355
500 EXC-F	E	F	960	9.0	P	$18,195
500 EXC-F Six Days	E	F	960	9.0	P	$20,185
390 Adventure R	A	F	870	14	I	$11,295*
390 Enduro R	A	F	890	9	I	$10,695*
690 Enduro R	A	F	935	13.3	I	N/A

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ENGINE T TWO-STROKE F FOUR-STROKE E ELECTRIC

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
890 Adventure	A	F	850	20	I	$24,995*
890 Adventure R	A	F	880	20	E	$27,295*
890 Adventure R Rally	A	F	910	20	E	$39,399*
1290 Super Adventure R	A	F	890	23	E	$35,495*
MOTO GUZZI				motoguzzi.com.au		(03) 9381 9765
V85TT	A	F	830	23	E	$22,890*
V85TT Travel	A	F	830	23	E	$24,890*
V85TT Evocative	A	F	830	23	E	$23,390*
OSET				osetbikes.com		0419 634 948
12.5 R	P	E	390	-	B	$3100
16.0 R	P,T	E	480	-	B,I,E	$4,100
TXP 20	P,T	E	550	-	B,I,E	$7,740
TXP 24	P,T	E	670	-	B,I	$8,740
ROYAL ENFIELD				royalenfield.com.au		1300 869 245
Scram 411	P	F	795	15	B	$8,240
Himalayan 450	A	F	825/45	17	I	$9,190
RFN				rfnbike.com.au		(07) 5654 6240
Warrior Kids SX-E250	P	E	460	-	B	$1,899
Warrior Kids SX-E500	P	E	490	-	B	$1,599
Warrior Youth SX-E8	M	E	745	-	I	$5,990
Warrior Youth SX-E5	M	E	615	-	B	$4,990
Warrior Youth SX-E15	M	E	880	-	I	$7,990
Ares Endurance Road	E	E	860	-	I	$7,490
RIEJU				rieju.com.au		1300 869 245
MR Ranger 200	T	T	925	9.8	I	$12,790
MR Ranger 300	T	T	925	9.8	I	$12,990
MR Racing 250	E	T	960	9.8	I	$13,990
MR Racing 300	E	T	960	9.8	I	$14,290
MR Pro 250	E	T	960	9.8	I	$15,690
MR Pro 300	E	T	960	9.8	I	$15,990
SHERCO				sherco.com.au		(03) 8363 1600
125 SE Factory	E	T	950	10.4	E	$14,399
250 SE Factory	E	T	950	10.4	E	$16,299
300 SE Factory	E	T	950	10.4	P	$16,799
250 SEF Factory	E	F	950	9.7	E	$16,799
300 SEF Factory	E	F	950	9.7	P	$17,490
450 SEF Factory	E	F	950	9.7	E	$18,299
500 SEF Factory	E	F	950	9.7	E	$18,499

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
SUZUKI				suzukimotorcycles.com.au		(03) 9931 0500
JR80	P	T	685	4.1	B	$2,890*
RM85R	M	T	875	5.0	I	$6,490*
DR-Z125	P	F	775	4.8	B	$3,990*
DR-Z125L	P	F	805	4.8	B	$4,590*
DR200SE Trojan	P	F	845	12.5	B	$5,790*
DR-Z400E	T	F	935	10	I	$11,390*
DR-Z4S	T	F	935	10	I	$14,490*
RM-Z250	M	F	955	6.3	I	$13,190*
RM-Z450	M	F	955	6.2	P	$14,190*
V-Strom 650XT	A	F	835	20	I	$13,990*
V-Strom 800DE	A	F	855	20	I	$18,590*
V-Strom 1050XT	A	F	850	20	I	$22,990*
SWM				swmmotorcycles.com.au		(03) 8362 1600
RS300R	E	F	963	7.2	E	$8,590
RS500R	E	F	963	7.2	E	$9,290
THUMPSTAR				thumpstar.com.au		(03) 9344 1564
TSF-300 N1	E	T	940	9.4	E	$7,499*
TM			www.tmracing-aust.com.au/index.asp			0416 040 230
EN300 FI ES	E	T	985	8.5	I	$17,900
EN300 ES	E	T	985	8.5	I	$17,560
EN250 Fi ES	E	T	985	8.5	P	$17,590
EN250 ES	E	T	985	8.5	I	$17,260
EN144 Fi	E	T	990	8.5	I	$16,160
EN125 Fi	E	T	990	8.5	I	$16,160
EN450 Fi	E	F	1000	7.5	P	$18,390
EN300 Fi twin	E	F	970	7.5	P	$18,790
EN250Fi twin	E	F	975	7.5	P	$18,090
MX 85 Junior	M	T	810	6	I	$9,790
MX 85 Full Size 19/21-inch	M	T	990	6	I	$12,390
MX 300 ES	M	T	985	9	P	$14,590
MX 250 ES	M	T	985	9	I	$14,390
MX 144	M	T	990	9	I	$13,490
MX 125	M	T	990	9	I	$13,390
MX 450 FI	M	F	1000	7.5	P	$15,690
MX 300 Fi	M	F	970	7.5	P	$15,790
MX 250 Fi	M	F	970	7.5	P	$14,890
SMX 85	SM	T	780	6	P	$11,490
SMK 450 Fi ES	SM	F	940	7.5	P	$21,990

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	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
TORROT thumpstar.com.au (03) 9344 1564						
Motocross One	M	E	550	N/A	B	$4,890
Motocross Two	M	E	640	N/A	B	$4,990
Trial One	T	E	490	N/A	B	$4,890
Trial Two	T	E	550	N/A	B	$4,990
TRIUMPH triumphmotorcycles.com.au (03) 9381 9765						
TF 250-X	M	F	960	7	P	$14,495*
TF 450-X	M	F	960	7	P	$15,790*
TF 450-RC	M	F	960	7	P	$16,995*
TF 250-E	M	F	955	8.3	P	$17,590*
TF 450-E	M	F	955	8.3	P	$18,990*
Tiger 900 Rally Pro	A	F	860/80	20	E	$26,390*
Tiger 1200 Rally Pro	A	F	875/95	20	E	$32,390*
Tiger 1200 Rally Explorer	A	F	875/95	30	E	$34,590*
YAMAHA yamaha-motor.com.au (02) 9757 0011						
PW50	P	T	485	2	B	$2,599*
TT-R50E	P	F	555	3	B	$2,449*
YZ65	M	T	749	6	I	$7,299*
YZ85	M	T	864	5	I	$8,649*
YZ85LW	M	T	904	5	I	$9,049*
TT-R110E	P	F	670	4	B	$3,549*
TT-R125LWE	P	F	775	6	I	$5,599*
AG125	F	F	800	11	I	$4,399*
AG200F	F	F	830	10	I	$6,549*
YZ125	M	T	973	8	I	$11,799*
YZ125X (with lighting kit)	XC	T	973	8	I	$12,499*
TT-R230	P	F	870	8	B	$6,899*
WR250F	E	F	965	7.5	I	$15,899*
WR450F	E	F	965	7.5	I	$17,999*
Ténéré 700	A	F	880	16	I	$20,349*
Super Ténéré	A	F	845	23	E	$26,999*
YZ250	M	T	970	8	P	$13,249*
YZ250X (with lighting kit)	XC	T	970	8	I	$13,749*
YZ250F	M	F	965	7.5	P	$13,949*
YZ250FX (with lighting kit)	XC	F	965	7.5	P	$14,899*
YZ450F	M	F	965	6.2	P	$15,149*
YZ450FX (with lighting kit)	XC	F	965	6.2	P	$15,649*
YCF www.ycf-riding.com.au (07) 3518 4000						
50A	P	F	550	2.0	B	$1,999*
50E	P	E	550	N/A	B	$2,499*
Lite F88S	P	F	710	3.8	B	$1,799*
Lite F110	P	F	750	3.8	B	$1,999*
Lite F110R	M	F	750	3.8	I	$2,599*
Start W88E	P	E	720	N/A	B	$2,999*
Start F88SE	P	F	655	3.8	I	$2,399*
Start F110SE	P	F	765	3.8	B	$2,499*
Start F125SE	P	F	765	3.8	I	$2,599*
Start F125E	P	F	765	3.8	I	$2,599*
Pilot F125	P	F	800	3.8	I	$2,799*
Pilot F150	P	F	800	3.8	I	$2,999*
Factory F150 SP2	M	F	810	3.8	E	$3,699*
Factory F190 SP3	M	F	820	3.8	E	$5,299*
BigY 125SEL MX	M	F	810	5.8	F	$2,999*
BigY 150E MX	M	F	880	5.8	I	$3,499*
BigY FD 190 MX	M	F	890	5.8	E	$5,499*
SM F155 Motard	M	F	820	3.8	E	$3,499*
SM FD190 motard	M	F	820	3.8	E	$5499*
Sunday Motors S147	FT	F	680	6.0	I	$3699*
Sunday Motors S187	FT	F	680	6.0	I	$4999*

* Prices marked with an asterisk are rideaway, 'no more to pay'

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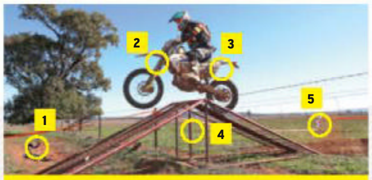
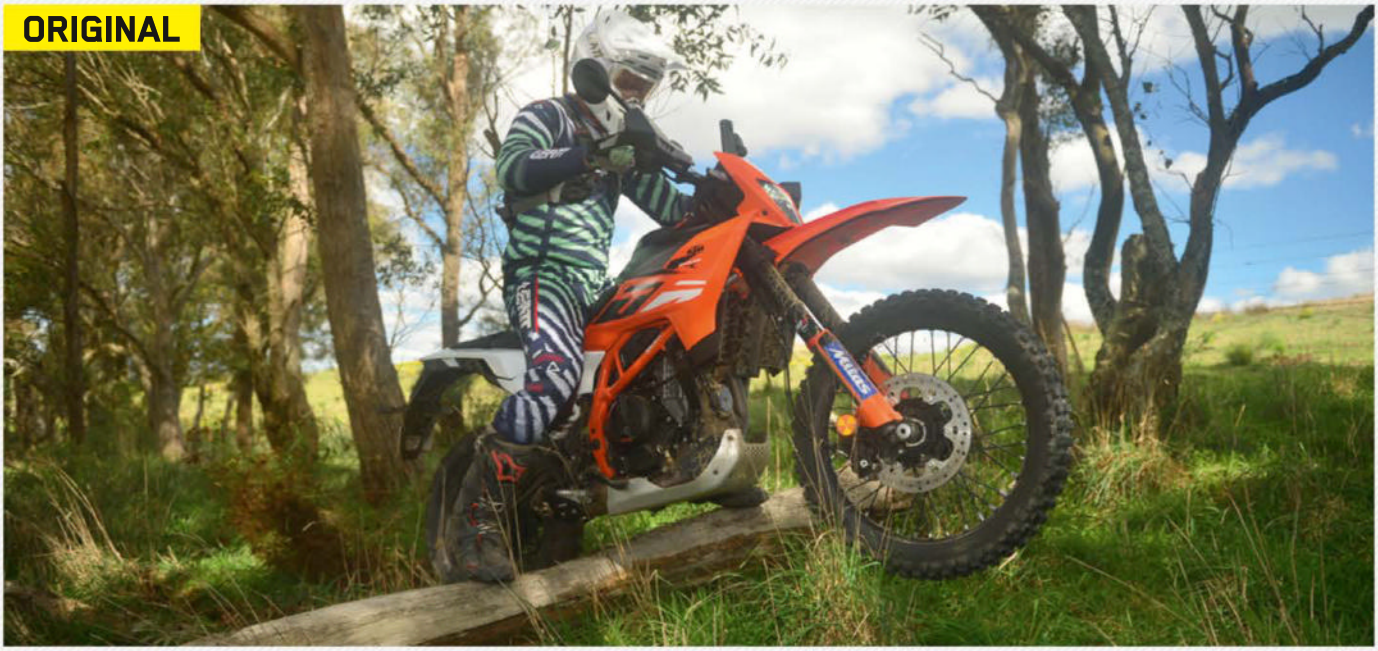
The KTM 390 Enduro R is quite different to it's twin brother, the KTM 390 Adventure R which, we tested last issue. The Enduro is much more trail-friendly and can slide over logs with ease!

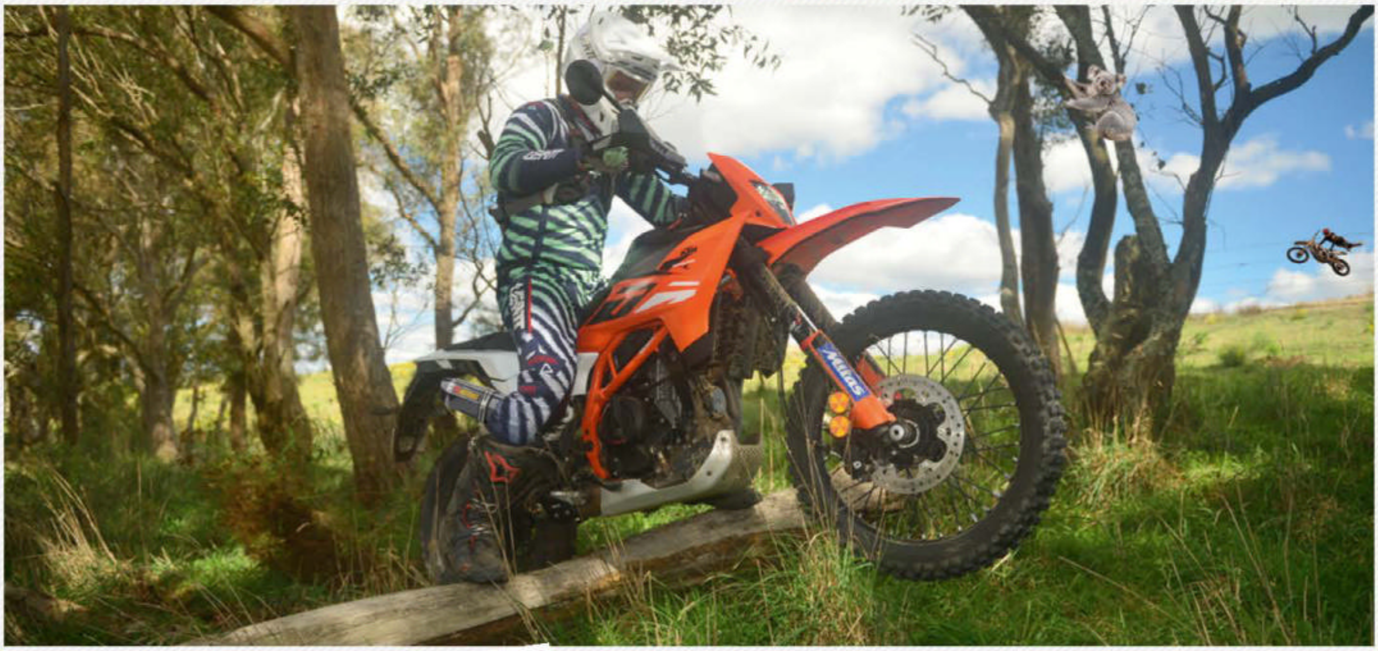
Last months answers >
1 Red Belly 2 extra cable 3 Muffler gone
4 Extra pole 5 Extra flag



Congratulations
Simon Cronty
You've got a good eye! You won our Spot The Difference competition in issue #553. Hit us up for your prize!

ORIGINAL





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